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The Daily Press.

HONGKONG, DECEMBER 17TH, 1913

The latest reports regarding the anarchy prevailing in Mexico suggest that it is beginning to be realised at Washington that in giving support to General CARRANZA, the leader of the Constitutionalists, President Wilson has backed the wrong horse. It certainly does not appear from the information given in the latest telegrams that the proceedings of the Constitutionalists are likely to gain them much credit from the civilised world which is watching the progress of events in Mexico. There is much in the present situation in Mexico that is not unlike the state of affairs which until recently existed in China. President HUERTA, in his message to his Congress a month ago, justified his dissolution of the old Congress much in the same way as President YUAN SHUN-KAI has justified the step he took which resulted in the suspension of the Parliament at Peking. President HUERTA accuses the old Congress in Mexico of having attempted to "hinder and nullify the acts of the President and to usurp also the power of the Courts, thus upsetting the equilibrium of the Constitution and endangering the State." He declared that he strove to avoid a conflict, but when Congress became the focus of rebellion and the ally of those who were engaged in murder and pillage only two courses were open to him—either he had to permit the country to be dragged in an abyss of anarchy, and so inevitably forfeit its independence, or he had to dismiss the

so-called representatives of the nation and ask the people to express their wishes at the polls. As evidence of the good faith and energy of the Government he cites the rapidity with which the elections were held and Congress summoned. He declares that he is ready to answer for all the measures enacted during the interregnum, and takes his stand on the principle of national safety above the law. On the other hand, we have General CARRANZA, proclaiming that the Constitutionalists are fighting for the maintenance of the Constitution which HUERTA outraged when he overthrew and murdered President MADERO. General CARRANZA declares that HUERTA continues to outrage it by governing despotically, as Diaz did, and refusing to administer the laws which are equal for all. "This revolution cannot cease until either we, the Constitutionalists, triumph, or until HUERTA triumphs completely over us." And this amiable, scholarly old gentleman who has been chosen to lead the revolution in the sacred cause of Democracy, in an interview with a special correspondent of the *Times* unblushingly declared that the Constitutionalists not only refused to recognise a President returned at a fraudulent election, but would "execute anyone who recognises a President unconstitutionally elected and directly or indirectly guilty of participation in the murder of MADERO." This throws a strange light over his profession of belief in Democracy, but the *Times* writer, who has no doubt that General CARRANZA himself and the best of his followers are sincere believers in that creed, makes the interesting comment that the discrepancy between their professions and their avowed policy shows how far the mentality of Mexico is distant from that of Europe and the United States, and how impossible it is to apply to it, as President Wilson persists in doing, the same tests and the same standards which obtain in countries where the idea of self-government is a plant of nature growth. It is the custom of the Constitutionalists and Federalists alike, this writer says, to execute all the general and field officers who are captured, sometimes other officers, and even men. They justify this by reference to a law of 1862 against fomenting treason. Each side calls the other side "traitors," and the only course to take with a "traitor,"—that is, a man who differs from your view—is to shoot him. These things go to explain the executions which are so frequently being reported just now, and against which the American Admiral has protested "in the name of humanity." It is no more possible, apparently, for the Mexican to suddenly change his nature and ideas of warfare than for the chameleon to change his skin or the leopard his spots. While it is doubtless true that numbers of them are fighting for a principle, it is equally true that, as has been the case in China, the number who fight with the sole object of acquiring loot is equally numerous. In the circumstances there seems very little prospect of an early termination of the anarchy prevailing in Mexico.

Mr. A. Windlay Smith has been elected a Fellow of the Royal Geographical Society of London.

The art needlework class of the Y.W.C.A. will hold an Exhibit and Sale of Work at St. Paul's College on Saturday afternoon.

H.M.S. *Hampshire* which is expected in to-day with the four destroyers, will leave on January 2nd for Colombo to pay off and recommission.

The Managers of the China Navigation Co., Ltd., have decided to grant to the foreign floating staff, on certain conditions, six months' home leave on half pay after six years' continuous service.

The *Directory of Protestant Missions* in China, Japan and Corea, annually issued from the *Hongkong Daily Press* Office is now on sale corrected to date. It is a witness to the increased activity of the Protestant Missions that the pages of this publication increase year by year.

Mr. H. H. Fox, who has been H.M.'s Consul-General at Yunnan-fu since January last, is shortly being transferred and his departure from Yunnan is greatly regretted. Mr. Fox has done much to put the relations between the Provincial Government and the Consulate on a better footing, and no one in South West China has done more than he has to foster British trade in face of severe competition. "Had the Foreign Office policy given Mr. Fox a free hand—as our German friends seem to have had—the results," our informant says, "would have been even better, but signs are not wanting that the policy of 'spheres of action' is to be intensified in the near future, when the unfair competition that British houses are subjected to here in the West will be to a great extent curtailed, if not ended entirely."

Sir Charles Eliot, Principal of the Hongkong University, is in Shanghai on a visit.

The annual St. George's Ball was held at Shanghai last week. Morris dances were a feature of the evening.

Reuter's Peking correspondent says:—Salt Tax returns continue to come in at a surprisingly satisfactory rate. The latest returns show a considerable increase over the Bankers' estimates.

No. 4, Minden Villas, Kowloon, occupied by Mr. P. Kunge, an accountant, was entered by a burglar on Sunday night, the man gaining ingress by breaking a window in the servants' quarters. Jewellery to the value of \$232 and \$2 in money were stolen.

Widespread regret was occasioned in Shanghai last Friday when it became known that Mr. A. M. Maclean had died of pneumonia and pleurisy. Deceased was formerly with the firm of Butterfield & Swire for about nine years, serving his connection in 1910 to join Mr. A. L. Anderson as a stockbroker. He was only 36 years of age at the time of his death.

EXTRADITION CASES.

At the Magistracy yesterday afternoon, Mr. F. A. Hazeland, in the absence of the Second Magistrate, Mr. J. R. Wood, formally adjourned the case in which the extradition of Chung Sau Nam to China is sought by the Chinese authorities, until this afternoon, at 2.15.

Before Mr. F. A. Hazeland yesterday, the hearing was resumed of the case in which the extradition of Chan Kwong, alias Chan Yun, is sought on charges that on the seventh day of the eighth moon he feloniously murdered at San Chuen, near Tin Tsung Market, one Chu Fu; that he feloniously murdered one Chu Tsun at the same time and place; and that he committed a burglary, stealing a sum of \$86 belonging to one Yu Kyong. The offences are alleged to have been committed during an attack on the village by armed robbers.

The Assistant Crown Solicitor (Mr. P. M. Hodgson), and Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) appeared on behalf of the application, and Mr. Davidson (of Messrs. Hastings & Hastings) was for the defence.

Mr. J. A. E. Bullock, Chief Clerk in the Colonial Secretary's office, produced a copy of the requisition in the case, received from the Consul-General at Canton under cover of a letter, and other documents were also produced.

The case was remanded until this afternoon.

RELEASE OF JOHN GRANT.

John Grant, who was convicted at the Supreme Court on the 4th January, 1911, by a special jury, on four counts relating to the forging and uttering of a cheque for \$960, and the giving of I.O.U.'s to that amount signed "E. Roberts," was released yesterday and left the Colony by an outgoing steamer.

It will be remembered that Grant who is a civil engineer, was condemned by Sir Francis Piggott, then the Chief Justice, to seven years' penal servitude, a sentence that many considered unduly severe. Evidently the Government has come to share that opinion, as Grant has served less than three years of the sentence and was released, we understand, on the guarantee of a private gentleman that he would have all the assistance necessary in the way of passage to a distant country and means to make a new start in life.

THE MACAO SENADO.

The election of new members of the Senado to serve for the years 1914 and 1915 took place on Sunday, when the following were elected:—Messrs. A. I. Maher (retired Captain), C. de Mello Leitao (barrister), M. da Silva Mendes (barrister), F. X. A. de Silva (solicitor), J. J. da Lima Garcia and S. J. d'Encarnacao.

THE MAGISTRACY.

For bringing 47 letters into the Colony from Australia without the same having been stamped, a Chinese was fined \$35 by Mr. Wood at the Magistracy yesterday. Mr. E. D. C. Wolfe, Postmaster-General, prosecuted.

THE JUBILEE ROAD MURDER.
Chief Detective-Inspector Collett charged another man, named Ho Pak Shan, in connection with the murder of the junk-master on the Jubilee Road some months ago. The elder brother of the deceased man is also under arrest, and it is understood that the two men will be charged together. Mr. Wood remanded the case for a week.

LARCENY ON THE "KINSHAN."
At the Magistracy yesterday, before Mr. J. R. Wood, Inspector MacDonald charged two Chinese with committing larceny on board the *Kinshan*. The men sat beside a cabin for women in the stern of the vessel, and pulled several pieces of clothing through a batten partition. They were caught, and arrested. The Magistrate sentenced the defendants to three months' imprisonment and four hours' stocks each, previous conviction having been proved against them.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

HORRORS OF WAR.

BUZZARDS OVER MEXICAN BATTLEFIELD.

MEXICO CITY, December 16th.

The defeat of the rebels at Tampico, is confirmed. The Federals report that 800 rebels were killed by artillery from the gunboats. It is probable that the rebels will re-attack the city.

Buzzards flew over the battlefield on Sunday in such numbers that they presented the appearance of low-flying black clouds.

THE EXTRAORDINARY CONDUCT OF A CONSTITUTIONALIST GENERAL.

NEW YORK, December 16th.

A telegram received here from El Paso says that General Villa is virtually dictator at Chihuahua. He has seized \$3,000,000, the property of foreigners, executed 20 Mexicans, commanded the Foreign Consuls to obey the orders of the Rebels, and informed the merchants of all nationalities that they must pay largely towards the support of the rebels.

These proceedings are displeasing to Washington, which has remonstrated with General Carranza, the Rebel leader.

TERRIBLE VOLCANIC ERUPTION.

SIX NEW CRATERS FORMED IN NEW HEBRIDES.

MELBOURNE, December 16th.

A volcano on Ambrym Island, New Hebrides, has been active for many days. Six new craters formed on the 8th inst. and Mount Mouna collapsed on the following day, threatening the Mission station and hospital. The inhabitants had to take refuge in boats, as the lava overwhelmed the buildings in the villages on the North Coast, which have been abandoned. There are happily no casualties among the small white population, but it is probable that many natives have perished in the west and the interior.

The steamer *Emure* rescued 500 natives, mostly women and children, the able-bodied men having fled in their canoes. Fires have devastated the Island, which is covered with cinders, and the rivers have been transformed into streams of burning lava.

THE SOUTH AFRICAN TEST MATCH.

M.C.C.'S BIG SCORE.

DURBAN, December 16th.

At the close of play yesterday England had scored 410 for 7 wickets, Hobbs scoring 82 and Douglas 105 not out. In South Africa's first innings Taylor registered 109.

MR. LLOYD GEORGE'S SON.

LONDON, December 16th.

Mr. David Lloyd George, the son of the Chancellor of the Exchequer, who has been ill of pneumonia poisoning at San Jose, California, is convalescent.

FURTHER SUFFRAGETTE OUTRAGES.

LONDON, December 16th.

Suffragettes have burned Southern Leigh Mansion, Bristol.

Suffragettes also set fire to a timber yard at Devonport, causing much damage to adjoining property. The total amount of the damage is variously estimated at from \$12,000 to 270,000.

Bluejackets and soldiers assisted the firemen to extinguish the outbreak.

Miss Sylvia Pankhurst has now been released.

HISTORIC CASTLE IN GERMANY BURNED.

BERLIN, December 16th.

A third part of the Grand Duke's historic Schwerin Castle has been burned. Quantities of precious furniture, pictures, and tapestry have been destroyed.

DISASTROUS TRAIN WRECK.

TUNNEL COLLAPSES THROUGH EARTH TREMORS.

DRESDEN, December 16th.

The Harras-Felsen tunnel has collapsed owing to earth tremors. A train dashed into the debris and was wrecked, four persons being killed and 34 injured.

NEW BATTLE CRUISER LAUNCHED.

LONDON, December 16th.

The battle-cruiser *Tiger* was launched at Clydebank yesterday. Her tonnage is 28,000, her speed 28 knots, and she carries eight 13½ inch guns.

[THROUGH REUTER'S AGENCY.]

MR. ASQUITH AND THE KING.

LONDON, December 16th.

Mr. Asquith had a long interview with the King yesterday and a prolonged meeting of the Cabinet Council followed, which will be resumed this morning.

HOME RULE MANOEUVRES.

"DINNER PARTIES AND NEGOTIATIONS."

LONDON, December 16th.

The statement regarding the informal exchange of views on the Home Rule question by two Cabinet Ministers and two prominent members of the Opposition, appears to have originated at a dinner party given by Mr. Winston Churchill, the party including Lord Morley, Mr. F. E. Smith, and Mr. Austen Chamberlain.

Mr. A. Chamberlain, in a speech at Manchester yesterday, said that the air was full of rumours of negotiations and dinner parties. Mr. Asquith had invited conversations, but conversations with the Unionist Party were only to be conducted through the leader. He was carrying on no private negotiations on his own.

ENGLAND'S STRIKE EPIDEMIC.

LEEDS SITUATION BECOMING WORSE.

LONDON, December 16th.

A number of the strikers have resumed work at Leeds. Students and clerks continue striking at the gasworks, while others are driving and conducting the tram-cars.

LATER.

The situation at Leeds where the tramwaymen and grave-diggers are on strike, is becoming worse. There have been three conflicts between the strikers and the police. There were baton charges and the police were severely handled. A score of boot-factories, which are dependent on gas-engines for their power, have been closed.

MR. CHURCHILL ON TOUR.

LONDON, December 16th.

Mr. Winston Churchill starts on Friday for a visit to Paris and from there to Germany where he will stay for three weeks. It is not known whether he will go to Berlin, but the tour of the author of the naval holiday proposal is exciting much interest.

SIR LIONEL PHILLIPS' CONDITION.

JOHANNESBURG, December 16th.

The bullet which entered Sir Lionel Phillips' neck has been extracted, but the bullet which entered the liver will be left there for some days.

GREAT BRITAIN AND GREECE.

PROPOSAL TO THE POWERS.

LONDON, December 16th.

It is stated in Paris and Rome that Great Britain has proposed to the Powers that Greece shall be allowed to retain the Aegean islands which she occupies, subject to guarantees regarding fortifications and contraband, with the exception of the islands of Imbros and Tenedos, which will be returned to Turkey.

DISASTER TO A GERMAN STEAMER.

BERLIN, December 16th.

The German steamer, the *Narvik*, was found capsized at the mouth of the Ems. Apparently the crew of 32 were drowned.

FELICITATIONS AT TOULON.

BRITISH AND FRENCH BLUE-JACKETS ENTERTAINED BY MERCHANTS.

TOULON, December 16th.

In connection with the visit of the British Fleet, the merchants of the town entertained 360 British and 300 French blue-jackets. Repeated cheers were raised for Great Britain. The town is *en fete*.

OBITUARY.

LONDON, December 16th.

The death is recorded of Mr. Martin Sutton senior partner of the firm of Sutton & Sons.

[The late Mr. Sutton was an honorary Freeman of the Borough of Reading, a Fellow of the Linnean Society, a member of the National Agricultural Examination Board, and Governor and for 23 years a member of the Council of the Royal Agricultural Society.]

FOREIGN TROOPS IN NORTH CHINA.

STARTLING RUSSIAN PROPOSAL.

The Peking correspondent of the *N. Y. Daily News* reports that at the meeting of the Diplomatic Corps held on the 12th inst., M. Kroupensky, the Russian Minister, suggested to his colleagues that the time had come for the withdrawal of the foreign troops in North China on the ground that order had now been established and the Chinese Government was able to protect foreigners.

He stated that, whether the other Governments agreed to the proposal or not, the Russian Government intended immediately to withdraw the Russian troops.

There are 300 Russian soldiers in Peking and another 600 stationed in Tientsin and doing railway guard duty between Tientsin and Yangtzu. It is not intended to remove the Russian troops from Hankow.

The Russian proposal greatly surprised the Diplomatic Body, for the idea of retiring the foreign troops at the present time had never before been broached. The subject will be discussed at the next meeting of the Diplomatic Corps, but it is improbable that the example of Russia will be followed by the other Powers.

It will be remembered that Russia was the first to withdraw her troops after the Boxer troubles. On this occasion probably Russia takes the opportunity of paying a compliment to the Chinese Government in view of the forthcoming negotiations relating to Mongolia, when many difficult questions will require settlement.

GEN. LI YUAN-HUNG IN Peking.

AN ADDRESS FROM THE CABINET.

President Yuan Shih-kai and the members of the Cabinet waited for Vice-President Li Yuan-hung in the reception hall at noon on the 15th inst. and entertained him very cordially to a feast. At one o'clock Li Yuan-hung received the Premier and Cabinet. The Premier on behalf of the members of the Cabinet said: "The establishment of the Republic has been a work of yours. Whereas Your Excellency has now been elected Vice-President of the Republic, we are willing to obey Your Excellency's orders, and to serve under Your Excellency."

Li Yuan-hung was then escorted to the Yintai, which is to be his temporary residence. The Yintai, which is near the President's quarters, was the scene of the confinement of the Emperor Kwang Hsu. All the rooms have been placed at his disposal, except the one where the Emperor was confined. Li Yuan-hung held a reception from 2 to 4.30 p.m. *—Reuter.*

CREDENTIALS PRESENTED.

BY BRITISH AND NETHERLANDS MINISTERS.

Sir John Jordan, Envoy Extraordinary and Minister Plenipotentiary of Great Britain to China, presented his Letter of Credence to the President on the 4th inst. at 10 a.m. In his address read before the President, he said that the King of Great Britain earnestly hoped that the Chinese Republic would prosper and become a united and strong nation, and that the friendship between China and Great Britain would grow and be maintained for ever.

The President replied to Sir John Jordan's address in the following words:—
Mr. le Ministre:
It is a great pleasure to me to receive from your hands the Letter of Credence from your August Sovereign accrediting you as his Envoy Extraordinary and Minister Plenipotentiary to the Republic of China.

The sincere wishes which His Majesty cherishes for the welfare and prosperity of the Chinese Republic and the cordial sentiments which His Majesty extends to me are deeply appreciated. I am glad to avail myself of this opportunity to reciprocate them to His Majesty in full measure.

To the relations between China and Great Britain I attach a very great importance. These, I am happy to observe, are most cordial and friendly. It is my hope that the desire which His Majesty entertains and which I share with a full heart, to strengthen the amicable intercourse between the two countries, may attain a complete realization.

I am pleased to note that His Majesty's Government desire to see the establishment of a strong, united and prosperous China, which coincides with the firm policy of the Government of the Chinese Republic. Every expression of sympathy and good-will on the part of His Majesty's Government toward China, such as this, can not but encourage me to toil hard toward the fulfilment of your expectation.

To you Mr. le Ministre, let me say that I welcome you heartily. You are charged anew by your August Sovereign with a mission to unite closer the bonds of mutual friendship and common interest which bind the two nations together, and I, as a warm friend, can assure you that in the performance of this noble mission you will always find me willing and happy to help you in every possible way."

Sir John Jordan was accompanied by Mr. Alston, Major Robertson, and others of the British Legation.

THE DUTCH MINISTER.
His Excellency J. F. Beelaerts van Blockland, Envoy Extraordinary and Minister Plenipotentiary of Netherlands to China, presented his Credentials to the President at 4 p.m. the same day. In his address to the President, he said that the Queen of Netherlands was paying close attention to the changes going on in China, that she hoped that China would become strong and prosperous, and that the amicable bond between the two countries which had been in existence for several centuries would become still stronger.

The President replied by saying that he was pleased to receive the Credentials, and that he desired to tender thanks to the Queen of Netherlands for the good sentiments expressed regarding the Chinese Republic, and that he would do all he could to improve the amicable relations between the two countries.

His Excellency Beelaerts was accompanied by Baron Nagel and other members of his staff. *—Peking Daily News.*

TWO LETTERS FROM URGA.

II. URGA AND THE SITUATION IN NORTH MONGOLIA.

Urga, or Ta Kulun, lies in a valley some twenty miles long under the shadow of the sacred mountain Bogdodor. The City is divided into two distinct sections—West Urga and East Urga—which lie to the East some three miles away. In West Urga, at first sight, distinct from it but in reality forming a separate quarter is the Lama or Holy City. Built on a low hill it consists of wooden houses and of tents partially concealed by wooden palisades coloured brown and dark red. They are grouped round a Tower the base of which is Tibetan—white, square, and made of stone; the upper portion Chinese—two light roofs one above the other supported by wooden pillars, the upper roof overlaid with gilded bronze. From the corners of each roof hang bell-shaped canopies of the same material. The white base of the tower and these shining ornaments make the Temple the most conspicuous building in Urga. It houses a gigantic statue of Buddha, a fantastic, gilded image the head and shoulders of which reach well above a narrow gallery running round the four sides of the tower at a height of more than fifty feet from its paved floor. On either side of the square pedestal on which the figure stands hang banners of yellow silk and to the right are two richly-draped chairs used on ceremonial occasions by the Hutuktu and his unofficial but openly acknowledged consort. A wooden altar with incense burners, bowls and candlesticks of pewter and bronze stands at the feet of the idol. The doors of the Temple are almost as thick as those of a Chinese City and are, so to speak, valves in the heart of an area less than half a mile square yet concentrating over eighty thousand priests, who dressed in robes and togas of daffodil yellow and tulip red enter and emerge, ascending and descending the slope of the sandy hill with an effect of colour at once brilliant and restless. At the foot of the hill is the horse-market, an oblong space of ground flanked by crumbling Camel-Inns, desert-brown, and single-storied Chinese shops with carved lintels of faded gold. It is the business centre of West Urga and presents each day a scene as vivid and mellow as an old garden in flower. From about ten in the morning till four in the afternoon the middle of the ground is occupied by a mob of ponies—white, brown and gray—circled and interspersed with buyers and sellers mounted and wearing old-fashioned mandarin hats with handsome peacock feathers and flowing gowns of orange, scarlet, purple, yellow and blue. To and from this richly-coloured group gay parties of Mongols accompanied by their wives, whose horn-shaped head-dresses and ropes of pearls increase the undisciplined splendour of the scene; trot and enter in merry company.

THE RUSSIAN QUARTER.

To the left of the market place, in abrupt contrast with its bright colours lies part of the Russian settlement—a dingy quarter ruled by poverty and care. Small wooden houses, dirty and badly-ventilated give dismal shelter to debased looking men and slatternly, vicious women. The streets are filthy. Dirt and rubbish stand in piles prowled over and gradually eaten away by diseased dogs. There is no evidence anywhere of business enterprise. The place gives an impression of jagged incompetence and is physically and spiritually repellent. A Russian official in Urga recently characterised the people who line in this part of the town as "mongolised Russian swine"—a description severe to the point of harshness yet thoroughly justified. One can only suppose that these men and women set out for Mongolia without possessing either the financial or the educational capital necessary to make them successful settlers; that they find the hardships of the winter season altogether too much for them, and being without the means to enable them to retrace their steps are content to exist from one day to another without effort and without hope.

THE HUTUKTU'S RESIDENCE.

It is a relief to move out into the open again towards the grassy plain that lies along the bank of the Tola River. On the way one passes the principal Government offices—buildings thoroughly Chinese in appearance. Behind those on the left stand the Bogdo's (the Hutuktu's) temples, half Tibetan, half Chinese, with small Tibetan, cupolas of gilded bronze; opposite, standing by itself near the river is Bogdo's House—as odd an architectural mixture as it is possible to conceive. It is a wooden structure built in European style adorned with a square turret painted green. Its glass windows push up and down in green frames and of the east side is a small balcony surmounted by what, in the distance, looks like a coat of arms done in brass. A flimsy wooden paling painted red surrounds the house enclosing it with a number of Chinese pavilions of the

conventional type roofed with tiles of yellow porcelain and grouped round a semi-Tibetan tower. Chinese gateways with tiles of the same material stand north and south and through them one gets a glimpse of paved courtyards shaded by old trees. From one corner of the enclosure stretches a telephone wire connecting with a small building of the "yamen" type some little distance away. Immediately opposite, on the Bogdodor, or south bank of the Tola, is a picturesque temple in a quiet valley ringed with pine trees.

INTO MAI-MAI-CH'ENG.

Advancing over the plain dotted here and there with Mongol tents, or along the road that borders it on the left hand side, one reaches the Russian consulate, a large white two-storied house built almost entirely of wood. It stands some distance back from an imposing archway behind a low wall surmounted by iron railings. The offices take up one, the Consul's quarters the other side of the house. A little way beyond is "Mongol"—an ugly red brick building, the headquarters of the Mongol Gold-mining Company, and one of the main factors behind the recent revolt of Mongolia from Chinese control. One is glad to leave it behind and to enter Mai-mai-ch'eng, the Chinese Quarter. A stockade about fifteen feet high comprises the "ch'eng" or "city" into an area round which one can walk in a quarter of an hour. Three main streets with a narrow gateway at either end and surrounded by a small wooden tower, run from east to west. Their main characteristic lies in the porches of the houses on either side—porches unlike anything to be found either in North or South China. The "City's" main gateway, the "Ching Tai Men," faces south, and stands immediately opposite a small Buddhist Temple, by far the prettiest thing in Urga. Entering through a low archway, over which stands a tower, you enter a small courtyard decorated with mural paintings of quite unusual excellence. Facing you is a wooden "p'ai-lou," also beautifully painted, separating the courtyard from one beyond at the end of which stands an altar shining with bowls, urns, and candlesticks of pewter and brass. The Temple was built in the reign of Kashieng, enlarged in that of Hsienfeng, and renovated during the last days of the Manchu Dynasty. To-day it forms the headquarters of the "Shih-Erh-Chin," the principal Chinese Guild in Urga, the members of which belong for the most part to the Provinces of Shansi and Chihli.

THE CHINESE IN URGA.

Since Mongolia's declaration of independence the Chinese in Urga have occupied a peculiar and in certain respects an unenviable position. They have no official representative, all official business with the Mongolian Government being transacted through the "Shih-Erh-Chin." Their trade has been subjected to an all round tariff of 5 per cent, three commodities—tea, tobacco and wine—having to pay an import duty of twice that amount. Yet their presence in Urga is absolutely essential to the Mongols who, incapable of anything but hereditary themselves, are dependent on Chinese shops for more than half the commodities they use every day of their lives. This fact combined with the surprising degree of friendliness to be found in Urga between the two peoples led one to inquire into the situation of North Mongolia very closely. What, after weeks of careful examination, stands out very clearly is, in the first place, that the recent revolt would in all probability never have taken place but for the personal unpopularity of the last Chinese Amban on the one hand, and for two ideas skillfully disseminated by Russians on the other, one—idea being that the new Chinese Republic would "dismantle" Mongol Princes for many borrowed under the Manchu regime. The second that China was preparing to send an army into Mongolia. The only evidence of any such intention was the construction of some very inferior barracks just outside Urga—barracks now occupied by Russian troops. The Mongols have never had any love for the Chinese and they had good grounds for discontent with Chinese rule. There was often unjust and did little or nothing to compensate Mongolians who had their land stolen from them by Chinese immigrants. But such discontent and dislike as existed would not, in my opinion, have been strong enough to cause revolt, but for Santo's unpopularity and the two ideas just mentioned.

RUSSIAN DESIGNS.

That a number of trading Mongols bitterly regret the step they took in inviting Russian protection and concluding the Urga Convention is the next thing of which my stay in Urga convinced me. There is no doubt at all that Mongol politicians are now, and for a long time have been, divided into "pro" and "anti" Russian parties, and there is good ground for adding that the majority of leading men in the Mongolian Capital belong to the latter. That this should be the case is not in the least surprising in view of the transparent nature of Russian schemes. The Mongol Gold Mining Company—a Russian concern—already possesses exclusive rights in the country east of Urga. Attempts are now being made by Russians to obtain similar rights in the country—supposed to be the richest in North Mongolia—west of the Selunga River. Moreover, the Russian Consul is pressing for a concession of land in Urga itself which, if obtained, will hand over the greater part of the town to Russian subjects to be used by them exclusively. The Mongols are a simple people, but they are not so simple as not to be able to recognize "land-grabbing" when they see it. That, as already stated, was one of their complaints against the Chinese. Yet the people whom they asked in to protect them are now doing precisely the same thing, and doing it on a far larger scale than the Chinese ever "grabbed." The people who warned the Mongols against China's "forward movement" are making a deliberate effort to acquire the whole of the Khalka Territory.

SUPREME COURT.

Tuesday, 16th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WM. REES DAVIES, K.C.).

MOTION BY CHICAGO RESTAURANT KEEPER.

Kwong Wo Cheung firm, v. Chau Ka Heung. The motion is that the judgment or order made in the action dated 16th April, whereby the defendant was adjudged to pay to the plaintiff the sum of \$4,503.73 and costs to be taxed, be set aside, and for the re-trial of the action, and for leave to defend the same, and that until the said judgment is set aside, and the said action retried, all proceedings herein be stayed.

Mr. F. C. Jenkin (instructed by Mr. R. A. Harding), was for the plaintiff, the application being made by Mr. Eldon Potter (instructed by Mr. Hayward.)

Mr. Potter remarked in opening that plaintiff had originally applied for and got leave to serve a notice of the writ of summons out of jurisdiction, but that fact was only historical. The next step taken by plaintiff was to apply for a writ of foreign attachment under special provisions. The special procedure in Hongkong, whereby that writ was issued, if the cause of action had arisen within jurisdiction, and if defendant had property within jurisdiction, was that they could apply for a writ of foreign attachment. As a matter of fact, he did not think the plaintiffs in that case could satisfy the first necessary provision under section 453, because, as far as he could see, the cause of action had not arisen within jurisdiction at all. He said that he never had any notice of the action at all. The plaintiffs formally proved their debt and they got judgment, and the present proceedings were taken under section 470 of the Code.

His Lordship—I gather that the defendant had no notice of the action, and the action resulted in a judgment against him.

Mr. Potter replied that this was so, and then submitted that section 478 was a section which should certainly be brought into operation by the Court in every case where it could possibly be done, and when no hardship would accrue to the plaintiffs. The procedure of foreign attachment was peculiar to Hongkong, and was a procedure likely to inflict the greatest hardship upon an absent defendant, if in fact, he had not full knowledge of the proceedings in Hongkong. Under that procedure, when a writ was issued to a man with property in Hongkong, they could say in Court that the cause of action arose in Hongkong; that defendant was out of the jurisdiction of Hongkong, and his property could be formally attached; they could prove the case, satisfy the judge of the debt, and the defendant would not know anything about it.

Mr. Jenkin—You have to enter into a bond.

Mr. Potter agreed, and proceeding said that no hardship would accrue to the defendant or the plaintiff if his Lordship made the order for which he was asking, except that the payment of the debt, if in fact, the debt was due to plaintiff, would be delayed pending that action. No other hardship would accrue to them, because, they had ample security in the shape of the property attached. That was worth \$20,000, so he had been instructed, and the whole amount of that claim, as well as the costs, was only about \$3,000 or \$6,000 odd.

His Lordship—Have they sold this property?

Mr. Potter replied that this had not been done and went on to say that the agent valued the property at \$10,000. To secure the debt in Court that would be ample and obvious security. Therefore he thought it was fair to say that the only hardship which would come to the plaintiff if his Lordship granted the application, was that the realisation of their debt would be postponed for a comparatively short space of time. It seemed to him to be absurd that defendant would ask his Lordship for a re-trial, if in fact, he did owe the money, because he had everything to lose and nothing to gain. He could understand the position of a

man who had no property, or very unsubstantial property, making the same effort, because he could not stand to lose anything, he might, in fact, gain something. Mr. Potter remarked that he was handicapped in that case because his client was in Chicago.

His Lordship—What is the claim for?

Mr. Jenkin—For goods sold, and delivered to a restaurant in Chicago.

Mr. Potter suggested also that it was a question whether such a case should not be dealt with in America.

Mr. Jenkin said that before his Lordship agreed to that application, he had got to be sure that defendant had no notice of the action. The writ was issued on 4th September, 1912, the advertisements duly appeared on different dates in October of the same year, and judgment was given on 16th April, 1913. Referring to the affidavits and documents, Mr. Jenkin said it was evident that defendant must have had knowledge of the proceedings a long time ago. He referred to one letter which had been sent by an American lawyer and which included the passage: "It is my understanding that the lawyer in this case can write English and I should be pleased to have him write to me." Letters and documents relating to that case had been returned to defendant's agent in Hongkong. On the question of hardship, Mr. Jenkin said he would like to point out that plaintiffs were suffering a hardship. The goods were supplied as far back as 1908-09 and it was now 1913.

His Lordship announced that he would adjourn the case *sine die*, so that the affidavits which had been put in could be amplified. In the interim also, the affidavit of defendant's agent, who is lying ill in the interior, will also be taken.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOSPERZ (PUNJEE JUDGE).

QUESTION OF BROTHERS.

The adjourned case in which Yee Sing & Company, Old Post Office Buildings v. J. A. Chue, a clerk in the employ of Messrs. Deacon, Looker Deacon & Harston again came on for hearing. The claim is \$1,165.35, the price of goods sold and delivered to Australia.

Mr. J. H. Gardiner was for plaintiff, and Mr. Stevenson defended.

Giving evidence, the defendant said that he was merely acting for his brother who had a business in Australia, and therefore he could not be liable. He was merely a go-between of Yee Sing and his brother.

Replying to Mr. Gardiner defendant admitted that he had endeavoured to make a sort of compromise, and that he had made an offer of \$700 on behalf of his brother for the payment of the debt. He explained that this was done in order to keep the case out of Court and also to prevent any expense.

Mr. Stevenson said that the plaintiffs' case was a very simple one. He came into Court and showed a receipt for certain goods delivered to the defendant and they produced their books showing that the account had been given to the defendant. After reading a lot of lengthy correspondence they had found that the plaintiff firm consisted of at least five partners. Yet when the plaintiff's solicitors were applied to for the partnership they only got two partners. Plaintiff, throughout his evidence, had been denying this and denying that. He said that he had known the defendant for ten years, whereas, as a matter of fact, defendant was not in the Colony ten years ago.

His Lordship—Oh, get to the real facts of the case.

Mr. Stevenson said he wanted to show that plaintiff was not telling the truth. He submitted that all these statements by the plaintiff showed that he was not true, and suggested that the general trend of the defendant's letters bore out his story. Mr. Stevenson dealt very fully with letters and entries in trade books. Referring to one he remarked: "This is a ledger, and it is a truly wonderful and beautiful book. On the front it says 'Ledger for 1911' while within there are entries for 1911-12-13." (Laughter.) The case was adjourned until this afternoon.

ROYAL HONGKONG YACHT CLUB.

SECOND CRUISER RACE.

This race was sailed on Sunday in a good east wind, starting from the Yacht Club at 10 a.m. The course was Lamma Island, starboard.

The following yachts started:—

La Cigale, cutter, Messrs. Meyer and Backhouse.

Leis, cutter, Officers of the *Tamar*.

Onone, Chinese rig, H.E. Hon. Claud Severn and Major Palmer.

Miranda, Chinese rig, Mr. G. K. Hall Bruton.

Snipe, Chinese rig, Hon. H. E. Pollock.

Dorothy, Chinese rig, Mr. A. Denison.

Seventyseven, Chinese rig, Mr. D. K. Blair.

Flora, Chinese rig, Commodore Austruther, R.N.

The yachts had a run down the harbour mostly with spinnakers set, passing through the Sulphur Channel at about 10.30. They then ran into the usual calm south of Lamma Island, locally known as the sea of Saragossa. It took about half-an-hour to get out of this calm, the *Miranda*, *Onone* and *Snipe* getting off with a long lead, rounding the eastern point of Lamma Island at about 12 o'clock, only about two minutes between first and third boats. The wind here increased in strength and the boats were hard to steer with a beam wind. The next boat to round was *Dorothy* about a quarter of an hour after the first boat. Then came *Seventyseven* some five minutes later and *La Cigale* two or three minutes behind her, *Flora* and *Leis* having a fight for last place. After rounding the south-east point the wind got very violent and reefs were taken in by all the Chinese rigged boats. Here several misfortunes occurred. The *Miranda* had a stay give way, the *Snipe* sprung her mast, and the *Seventyseven* broke two bamboos of her mainsail. The sea, wind being against tide, was rather violent, and it was a risky thing to jibe, the only one doing so being *Seventyseven*, and she broke her bamboos. After clearing the Island the wind and sea both moderated considerably and sail was increased again on all boats. *Onone* and *Dorothy* went through the Sulphur Channel and no doubt gained a little by doing so. The rest went outside Green Island. After an uneventful beat up the harbour, the leading boats crossed the line as follows:—

Actual Time. Corrected.

Boat. H. M. S. H. M. S. Position.

Onone 3 3 25 3 1 25 (2)

Miranda 3 17 0 3 17 0 (3)

Snipe 3 28 42 3 20 42 (4)

Dorothy 3 35 55 2 58 55 (1)

La Cigale 4 12 15 5 0 15 (5)

No other boats crossed the line before 5 o'clock.

ASSOCIATION FOOTBALL.

HONGKONG CLUB F. H.M.S. "NEWCASTLE."

For this match on the Club ground this afternoon, at 5 o'clock, the following are chosen to represent the Club:—F. H. Cobb; M. L. Railton and A. Hamilton; R. F. Long, W. B. Riden, and C. J. Cook; N. L. Railton, P. Linton, C. Edgcombe, I. L. Goldenberg, and T. E. S. Robson.

FOOTBALL.

PROGRAMME OF MATCHES FOR THE WEEK.

To-day, 17th December.—88 Co. R.G.A. v. Moslem R.C., at 4 p.m., Military ground. Hongkong League, Div. 2.

Reference: Mr. F. W. Eager.

Friday, 19th December.—H.M.S. *Tamar* Res. v. Hongkong Police, at 4 p.m., Naval ground. U.S. League, Div. 2.

Reference: Mr. A. A. Wilson.

Saturday, 20th December.—Hongkong F.C. v. H.M.S. *Tamar*, at 4 p.m., Naval ground. Hongkong League, Div. 1. Reference: Mr. F. W. Wright.

Saturday, 20th December.—88 Co. R.G.A. v. H.E. Res., at 4 p.m., Military ground. U.S. League, Div. 2.

Reference: Mr. J. Moran.

Saturday, 20th December.—B.O.C. v. Moslem R.C., at 2.30 p.m., Military ground. Hongkong League, Div. 2.

Reference: Mr. W. E. Doc.

HONGKONG LEAGUE—DIV. I.

League tables corrected to date 15th inst.

Club	P	W	L	D	Goals	Pt.
D.C.L.I.	2	2	0	0	5	1
R.G.A.	1	1	0	0	4	2
R.E.	2	2	1	1	2	1
Hongkong F.C.	3	0	2	1	0	7
H.M.S. "Tamar"	0	0	0	0	0	0

HONGKONG LEAGUE—DIV. II.

Club	P	W	L	D	Goals	Pt.
88 Coy. R.G.A.	2	2	0	0	9	4
Moslem R.C.	3	2	1	0	7	3
B.O.C.	1	0	1	0	6	0
University F.C.	2	0	2	0	7	0

U.S. LEAGUE—DIV. I.

Club	P	W	L	D	Goals	Pt.
R.G.A.	2	0	0	3	0	4
D.C.L.I.	3	2	1	0	6	3
R.E.	1	1	0	4	2	2
H.M.S. "Tamar"	5	0	3	0	1	9

U.S. LEAGUE—DIV. II.

Club	P	W	L	D	Goals	Pt.
Hongkong Police	9	7	1	1	30	15
88 Coy. R.G.A.	9	7	0	2	22	14
87 Coy. R.G.A.	8	5	1	2	10	11
D.C.L.I. Reserves	8	4	2	2	13	10
83 Coy. R.G.A.	3	4	2	3	11	10
"Tamar" Reserves	7	3	1	3	14	7
R.E. Reserves	7	3	1	3	11	7
Salvatore	8	3	1	4	12	7
D.C.L.I. Band	8	2	2	4	12	6
Staff and D-pt.	9	1	1	7	8	3
D.C.L.I. Bagpipers	9	0	0	9	5	25

INTIMATIONS

XMAS GOODS



OUR CONFIDENCE JUSTIFIED.

We undertake to refund the Cost of any Article if any of our Customers are not satisfied. As we know how excellent our Goods are. Such an offer could not be made if there was the slightest doubt about our Goods. All we ask is your inspection.

H. RUTTONJEE & SON,

WINE AND PROVISION MERCHANTS.

[31]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATEL ROAD.

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

PORT FOR CHRISTMAS

ORDER NOW, so that the sediment may have settled before Christmas.

DOW'S 1 CROWN PORT.

INVALID PORT.

HUNTING PORT.

ROYAL DRY PORT.

ARMADA PORT.

4 CROWNS PORT.

VIN 1890.

[45]

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.



TO BE HAD AT

THE MEDICAL HALL.

HONGKONG.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed Daily Press only, special business matter, THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that by a JUDGMENT of the REGISTRAR of TRADE MARKS in the Colony of Hongkong under date the 29th November, 1913, the above Trade Mark of which the following is a facsimile:



has been held to be the sole Property of Messrs. A. S. WATSON & CO., LIMITED, of Des Vaux Road Central, Hongkong, and in and by the same Judgment it was also held that Mr. Ho Wa alias Ho WA SANG who as the sole Partner in the Sui Chong Sui Firm of No. 41 Wing Lok Street, Hongkong, claimed such Trade Mark as his Property had no right or title thereto whatsoever.

NOTICE IS ALSO GIVEN that as the Registered owners of such Trade Mark Messrs. A. S. WATSON & CO., LIMITED, will forthwith institute legal proceedings against any firm or person who may in any way infringe such Trade Mark whether by colourable imitation or otherwise howsoever.

A. S. WATSON & CO., LIMITED,
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th December, 1913. [1440]

S.S. "PAUL LECAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or as "Baque" and from Bordeaux or as "Vill. de Dunkerque" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Odors of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Options Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unloaded after the 22nd inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 22nd inst., or they will not be recognized. All damaged packages will be examined on the 22nd inst. at 10 A.M.

No Fire Insurance has been effected.
S. C. de BUSSIERRE,
Acting Agent,
Hongkong, 15th December, 1913. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO,"
Arrived Hongkong on 16th December, 1913, FROM ANTWERP, LONDON, ALEXANDRIA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.

Options Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOWDALL, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 16th December, 1913. [1]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 18th inst. will be landed at Consignees risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claim will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 24th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 23rd inst. at 10 A.M.

All Claims must be filed on or before 31st inst., otherwise they will not be recognized.

S. MORIMOTO,
Agent,
Hongkong, 16th December, 1913. [1444]

NEW ADVERTISEMENTS

TO LET.

NO. 13, GAGE STREET. Eight-Roomed House.
Apply to—
E. A. CARVALHO & J. V. BRAGA,
5, Macdonnell Road,
Hongkong, 17th December, 1913. [1439]

S.S. "MAUSANG."

THE above Steamer will be despatched on or about SATURDAY, 10th January, 1914, for FREMANTLE, WEST AUSTRALIA.
For freight apply to—
GILMAN & Co.,
Hongkong, 17th December, 1913. [1441]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR MARSEILLES, LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"GLENSTRAE,"
Captain Jas. McGillivray, will be despatched for the above Ports on or about 11th January, 1914.
For freight or passage, apply to—
SHEWAN TOMES & Co.,
Agents,
Hongkong, 17th December, 1913. [1442]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

THE Steamship
"SHIRLEY,"
Captain Hopley, will be despatched on or about SATURDAY, 17th January, 1914.
For freight and passage, apply to—
ARNHOLD, KARBURG & Co.,
General Agents,
Hongkong, 17th December, 1913. [1443]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Final Dividend on Shares for the Year ended 30th June, 1913.

THE Board having declared a FINAL DIVIDEND of 4% per cent, free of Income Tax, making a total of 8% per cent, for the year ending 30th June, 1913, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividends on presenting No. 2 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE RUSSO-ASIATIC BANK.
THE BANQUE BELGE POUR L'ETRANGER.

The payments will be made in either Dollars or Taels, as the Holder may wish, at the buying rate of exchange of the day.

GENERAL MANAGER,
KAILAS MINING ADMINISTRATION,
Hongkong, 8th December, 1913. [1412]

IN THE MATTER OF THE COMPANIES ORDINANCE, 1865,

IN THE MATTER OF GEO. FENWICK & COMPANY, LIMITED
(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 170 of the Companies Ordinance, 1865, that a GENERAL MEETING of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, on TUESDAY, the 6th day of January, 1914, at 12 o'clock NOON, precisely, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of, laid before such Meeting, and for the purpose of considering and approving the proposed final return of \$3.50 per Share on the issued Capital, determining the Liquidators' remuneration, hearing any explanation that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed of.

PERCY SMITH, SETH & FLEMING,
Liquidators,
Hongkong, the Fourth day of December, 1913. [1401]

KOWLOON-CANTON RAILWAY.

(British Section).

NOTICE.

ON and from MONDAY, December 22nd, 1913, and until further Notice an ADDITIONAL TRAIN will leave KOWLOON at 7.30 P.M. for TAIPAI MARKET calling at YAU MAI at 7.35 P.M., TAIPAI at 7.50 P.M. and arriving TAIPAI MARKET at 8.04 P.M.

The return Train will leave TAIPAI MARKET at 8.09 P.M., calling at TAIPAI at 8.12 P.M., SHATIN at 8.20 P.M., YAU MAI at 8.38 P.M. and arriving KOWLOON at 8.45 P.M.

By Order,
H. P. WINSLOW,
Manager,
Kowloon, 15th December, 1913. [1435]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.
Hongkong, 2nd December, 1913. [1398]

INTIMATIONS

SOME SEASONABLE GIFTS SUGGESTED BY

LANE, CRAWFORD & Co.

DOLLS, TOYS, GAMES.

ELECTRIC TRAINS, MECHANICAL FIGURES.

INDOOR GAMES OF EVERY DESCRIPTION.

GOLF CLUBS, TENNIS RACKETS, ETC.

ELECTRO-PLATE, BRASSWARE.

CAKE-STANDS, FIRE SCREENS, FLASKS, SAFETY RAZORS.

OIL AND ELECTRIC LAMPS.

LADIES' GLOVES AND SCARFS

— VANITY BAGS —

UMBRELLAS, BLOUSES, HANDKERCHIEFS, ETC.

GENTLEMEN'S TIES, GLOVES.

UMBRELLAS AND WALKING STICKS.

WARM WAISTCOATS AND DRESSING GOWNS.

SILK BRACES AND SOCKS.

SHAVING MIRRORS, FITTED SUIT CASES.

CRACKERS, CHOCOLATES, FONDANTS.

IN FANCY BOXES.

LANE, CRAWFORD & CO.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

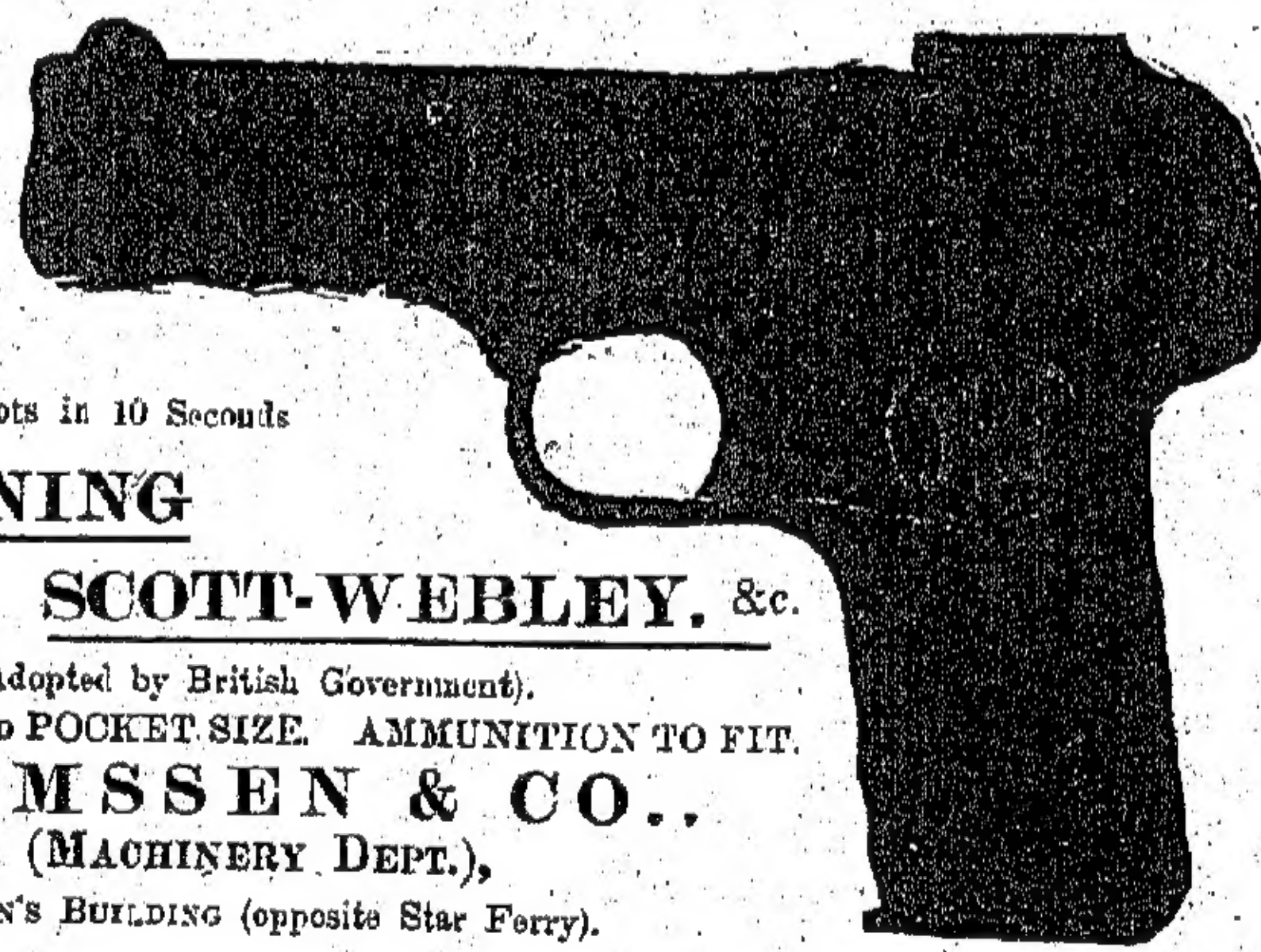
PER CASE OF 6 DOZ. PINTS.

" " " " 4 " QUARTS.

HONGKONG AGENTS:

MACWEN, FRICKEL & Co.

AUTOMATIC PISTOLS.



BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government).

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO.

(MACHINE DEPT.).

QUEEN'S BUILDING (opposite Star Ferry).

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of December, 1913, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Babbington Path and Hutton Road, respectively, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lots.	Boundary Measurements (approximate).	Contents in Acres (approximate).	Annual Rent.	Used Price.
Lot 1.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 2.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 3.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 4.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 5.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 6.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 7.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 8.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 9.	100 feet by 100 feet.	1.00	100/-	100/-
Lot 10.	100 feet by 100 feet.	1.00	100/-	100/-

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE,
Hongkong, 1st November, 1913. [1283]

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACWEN, FRICKEL & Co.,
Hongkong, 1st November, 1913. [1284]

NOTICE.

WE have much pleasure in announcing to our numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 28 and 30, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RATTONJEE & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLAHAM,
Hongkong, 26th July, 1913. [907]

INTIMATIONS

NOTICE.

(Translation).

THE question of Railway construction throughout China has been under the consideration of the Ministry of Communications for several years; and in certain directions progress has been made. In view, however, of the necessity of adopting a sound and comprehensive Railway Policy for the entire country, the Ministry of Communications has decided to invite the Public—Chinese and Foreign—to submit proposals and schemes on the subject to be communicated to the Ministry on or before December 31st, 1913, and prepared in accordance with the following rules.

The rules are as follows:
A. Proposals must be accompanied by maps with letterpress in the Chinese language as well as in a foreign language if desired.

(1) Take the map of Asia on a scale of about 2,000,000 to 1 and trace all the projected lines and insert necessary explanations. If no such map is available then the map of China (scale 2,000,000 to 1 in comparison) issued by the Commercial Press may be used for this purpose.

(2) In the map all existing Railway lines in China in operation or in course of construction or in projection should be distinctly shown.

(3) Directions and routes by which the South and North-West of this Country can be linked with the Railway Systems of Europe, India and other Countries should be shown in the Map.

The object and advantages of all Railway lines extending to other Countries should be explained, and the extension and improvement of those lines inside the Country should also be explained.

(4) The object with which the Railway lines are divided into main, branch, or connecting lines should be explained.

(5) Indicate the relations between the projected lines and the lines of the World.

(6) Indicate the relations between the projected lines and the lines already constructed in this Country.

(7) The object why the Railway lines terminate on the seaboard or at a river port should be explained.

(8) Information on the present conditions of Military Affairs, Commercial Business, Mining, Industry, Transportation of people to the frontier of the Country and their future intentions in the sphere of the main, branch, and connecting lines should be furnished.

(9) Besides the above, information on the present conditions of Religion, Customs, Education, Judicial Affairs and their Future Development should also be added.

(10) The general conditions of Railway Traffic on the main, branch and connecting lines should be shown in the form of a statistical diagram according to their respective sections.

(11) Make a table to show the improvement in the Railway Traffic on all main, branch, and connecting lines of this Country during the course of years.

N.B.—Particulars—including title and author—of any book or map referred to must be given. If the book or the map is not in common circulation, then all necessary notes or extracts regarding the same are required.

B. Rewards:

(1) From 500 to 2,000 Dollars will be given as rewards to those whose maps and statements sent in have been approved and accepted or taken for reference by the Ministry.

Any one who is not willing to receive pecuniary reward will be offered by the Ministry a reward of honour.

(2) Besides pecuniary reward, the Ministry will also prepare a kind of medal for those who have sent in accepted proposals or recommendations to the President for an Order of Merit in accordance with Art. 2 of the Presidential Order concerning same.

(3) The above rewards will not, of course, be conferred on those whose proposals are unsuitable for use.

C. If, after considering a proposal, the Ministry desires to have a personal consultation with the party submitting the same, his travelling expenses if he is not residing in Peking, will be refunded by the Ministry. (This provision applies only to those living in China.)

D. Proposals should be signed, with the address of the writers attached. Proposals, including maps, rejected by the Ministry will not be returned, and no rewards will be given for same. The Ministry will not be liable for sums spent in postage and preparation of maps.

E. Maps and statements accepted or unaccepted will have no effect on the Government.

F. The following directions for transmitting proposals to be observed:
Parcel: Parcels should be wrapped in white cloth and sewn and sealed with sealing wax.

Address: Parcels should be addressed to RAILWAY DEPARTMENT, MINISTRY OF COMMUNICATIONS, PEKING.

G. The above rules will be in force on or after the date of issue and become inoperative at the expiry of the term herein mentioned.

[1428]

STOP! LOOK! LISTEN!

XMAS is Coming, and we have JUST UNPACKED for the Season:

LADIES' FASHIONABLE SILK NECKWEAR, Best Variety Selection ever shown in Our Special Show Case.

Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Neckties, Newest Style Tweed and Showerproof Hats, &c., &c., &c.

Come Early before they are Sold Out.

HOOSAIN-ALI & Co.,
10, D'AGUIAR STREET,
Hongkong, 26th November, 1913. [45]

YOU ARE INVITED to come and inspect our Fine Assortment of DOLLS, TOYS, AND

CHRISTMAS GOODS.

Prices from 10 Cents upwards.

GRACA & CO.
PRINCE ST. (Hongkong Hotel Building).
OVER 1,000 DOLLS IN STOCK.

Hongkong, 6th December, 1913. [1153]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51166 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22696 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 27th November, 1913. [1375]

TO LET.

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished, 6 Rooms, Cheap rental, from 1st December, Newly Painted and Colourwashed. "KELLET CREST," No. 66, THE PEAK, from 1st March, 1914, Partly Furnished.

No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

No. 1, CAMERON VILLAS, No. 60, PEAK, To Let, Furnished, for 1 year from 1st May, 1914. "ROGATE," Austin Road, Kowloon, Unfurnished.

No. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914, Partly Furnished. Cheap rent.

FOR SALE OR TO LET.

No. 1, GOUGH HILL, No. 103, PEAK, Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

"HARTING and ROGATE," on part of Kowloon Island Lot No. 1154.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 17th December, 1913. [69]

TO LET.

OFFICE on Third Floor of Hotel Mansions.

Apply to—
HENRY HUMPHREYS
Alexandra Buildings,
Hongkong, 16th December, 1913. [



NAPIER & JOHNSTONE'S

"SQUARE BOTTLES"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

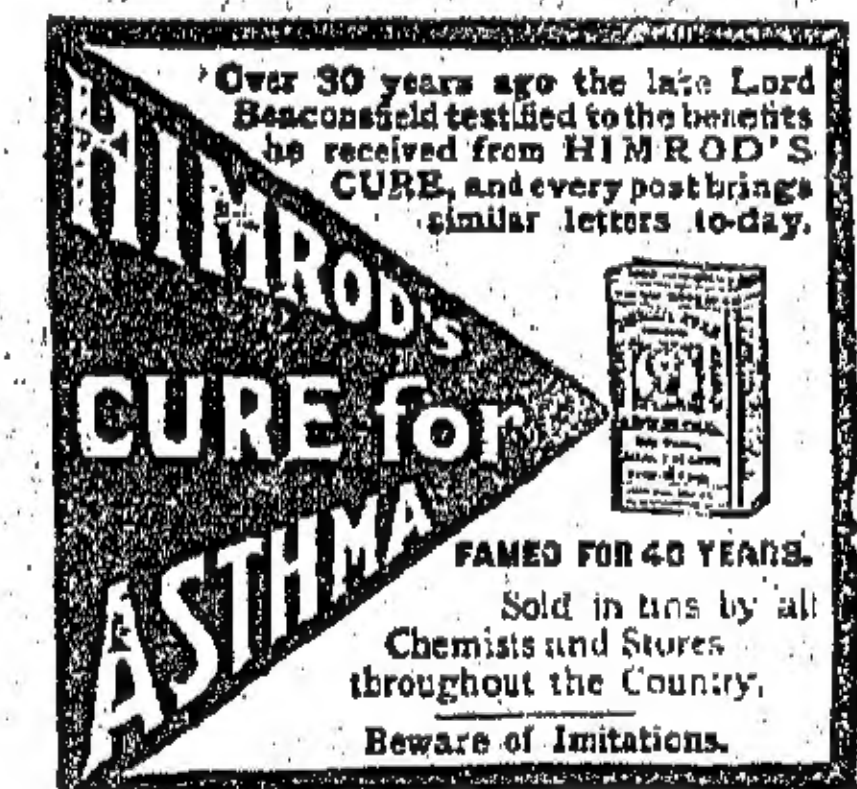
SPECIALITIES

CORNEO OX TONGUES.
CORNEO BEEF.
CORNEO PORK.
PRESSED BEEF.
GERMAN SAUSAGES.

These are a few of the delicacies offered
for sale by

THE

DAIRY FARM Co., Ltd.



For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Mullein, steel Drops and Penny royal.
CHAPOTEAUT, 5, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, URINE, BLEEDING, INFLAMMATION.
THERAPION No. 2
CURES URINARY AFFECTIONS, GRAVEL, GOUT, RHEUMATISM.
THERAPION No. 3
CURES CHRONIC NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, RHEUMATISM.
FREE BOOK TO ALL. LANCET, MED. JOURNAL, LONDON.
THE NEW FRENCH REMEDY.
THERAPION
INSIST ON HAVING THERAPION.

THE SUICIDE OF CAPTAIN FROGGART.

HIS REPORT ON THE BURNING SHIP INCIDENT.

The inquest was continued last week at Shanghai into the circumstances connected with the death of Captain Froggart, late of the China Merchants' steamer *Irene*.

Captain W. H. Lunt, marine superintendent of the China Merchants S. N. Co., said the deceased joined the company in October, 1903. Witness considered him to be a very able man, of strong character, sober and attentive.

The Coroner—Was any enquiry made about this business of the Japanese ship?

Witness—The only enquiry I know of was that certain people came on board the ship when she got to Shanghai.

There had been an enquiry in Amoy. The Japanese Vice-Consul and Deputy Commissioner of Foreign Affairs came to identify and class the goods, and I went with them.

Is that question closed do you think?

As far as I know it is.

I believe a report was sent by deceased to you from Amoy?—Yes, I have the report.

Is there any objection to its being made public?—No, I think you can make it public.

The report referred to is as follows:—

The *Irene* was left Newchwang for Amoy via Chefoo at 5 o'clock a.m. on Saturday, 15th November. The second officer came to my room at 10.30 a.m., stating there was a steamer in a sinking condition about four miles distant on our starboard beam.

I told him to steer towards her. I then hurriedly dressed and went on the bridge myself. As we got nearer we hoisted flags, but of course got no response. As we got nearer still we could see the ship was deserted; she appeared to be on the point of foundering.

Shortly, she was also smoking somewhere in the midship houses, and as we passed close to her there was a strong smell of burning. I lowered a boat, and proceeded towards her together with chief and 2nd engineer and four sailors.

As the chief officer being left in charge of the *Irene*. As a precaution should the ship sink too rapidly, we wore lifebelts. After rowing right round her we eventually thought we would take the risk and go on board and see what could be done.

We climbed over the starboard side aft and found the stern was so low that the after deck was all awashed although the water at this time was quite smooth. Feeling now quite sure she was dangerously near sinking and that she was smoking still more and more, we hurriedly collected what we could get away as quickly as possible; there was still one lifeboat in the sinking ship on the starboard side and I wished to save it. I told the chief engineer to hurry away with our boat and bring a few more sailors, so that we could get it into the water but before the boat could reach the *Irene* the *Shihohue* broke into violent flames amidships and we shouted for the boat to hurry back. The boat had not been launched and we all returned on board the *Irene*. The wind was freshening the whole time and that of course fanned the flames. After we got over our scare it still seemed there was a chance to save the boat. So hurriedly manning the boat again and this time taking the 2nd officer and 3rd engineer we went off again, but before we could reach her the boat itself caught fire and blazed fiercely. The others then asked whether we might board over the stern, which was so low in the water, and see if there was anything in the after house to save.

I gave my consent and we got on board, but the smoke and heat were unbearable, and after a few hurried minutes we got into the boat again and went right back to our own ship.

I was just on the point going away, considering the ship would go down before anything else could be done, when we sighted a steamer's smoke on the horizon to the S.W., and I determined to wait her arrival; after some time it transpired to be a Japanese two-funnel cruiser; she came right up and lowered several boats, which proceeded right to the wreck with what seemed to be pumps and salvage gear. I still waited on, thinking the night wish to communicate and put a side ladder over, as one boat at first appeared to be coming my way.

I also had the signal book on the bridge but not finding a suitable signal and having already waited a long time I decided to proceed on my way. Over the starboard side forward of the vessel there hung over the bulwarks a large iron drum or ash bucket full of burning coal and on the deck close at hand kerosene tins and other vessels containing a dark oil; the forward deck near the house was all saturated with spilt oil and there was a quantity of sodium lying about, some of which possibly had been used for flares or distress signals; the mid-houses were badly broken up and somewhere inside the breakage there was a smouldering fire, the holds and engine room were almost filled up with water, and it surprised me how she kept afloat. Over the side were hanging ropes and broken wire, as if an attempt to tow had been made. Both anchors were lost, also the starboard table, while a short length hung loose from the deck appeared to be broken up and in a horrible mess. On arrival in Chefoo I reported the matter to the Customs officer who asked for a report for the authorities. Amoy is a strange port to me and after our arrival in harbour we were boarded by the various authorities. As you will know it was my fixed intention to take all the salvaged goods to Shanghai and hand them over to our headquarters for our superiors to find the rightful owners and claim salvage.

TIGER'S AIR TRIP.

AMERICAN'S STORY OF PLANCET'S LEAP INTO RIVER NEAR VLADIVOSTOCK.

Russian papers report a thrilling adventure of Mr. Fobster, an American airman, who, accompanied by his fiancée, made an ascent from Vladivostock.

The weather, however, proved unfavourable, and on reaching the River Ussuri, the airman resolved to land.

As the balloon neared the ground he jumped out, holding the trail rope, intending to drag the balloon down to earth and assist the girl to descend.

WM. POWELL, LTD.

TELEPHONE 346.

A FEW SEASONABLE GIFTS.

EIDERDOWNS.

BLANKETS.

RUGS.

CUSHIONS.

TABLE CENTRES.

CHAIR BACKS.

TABLE COVERS.

LAMPSHADES.

ENGLISH CHINA TEA SETS AND DESSERT SERVICES.

CUT GLASS FLOWER VASES, SWEET DISHES, DECANTERS.

NOVELTIES IN ELECTRO-PLATED WARE.

INKSTANDS.

A FEW USEFUL GIFTS.

CHAFING DISHES.

AFTERNOON TEA KETTLES.

TRIVET STANDS.

COFFEE POTS ON ALUMINIUM STANDS.

GONGS.

BRASS, COPPER AND ALUMINIUM CAKE STANDS.

TOYS and GAMES

IN GREAT VARIETY.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT

HIGH QUALITY BUILDING CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

JOHN & E. STURGE, Ltd. Birmingham (England).

PRECIPITATED CHALK

(Calc. Carb. Precip.)

All Grades, from lightest to very dense, to suit all needs.

CITRIC ACID, BICARBONATE of POTASH, ROCHELLE, SALTS, and PULV. SEIDLITZ.

DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

MAGNESIA

HONGKONG TIDE TABLE.

From 16th to 23rd December, 1913.

Days of Week	Days of Month	High Water		Low Water	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Wed.	17	5.15 a.m.	6.30	6.30 p.m.	0.7
Thurs.	18	1.11 a.m.	4.18	4.18 p.m.	0.9
Fri.	19	0.8 a.m.	5.15	5.15 p.m.	1.0
Satur.	20	3.15 a.m.	6.26	6.26 p.m.	1.2
Sun.	21	1.26 a.m.	7.0	7.0 p.m.	1.4
Mon.	22	2.51 a.m.	8.14	8.14 p.m.	1.6
Tues.	23	4.48 a.m.	9.42	9.42 p.m.	1.8

VICTOR-VICTROLA



THE GREAT HOME ENTERTAINER.

There's nothing you could wish for in the way of Music and Entertainment that isn't at your command with the VICTOR-VICTROLA in your Home.

PRICES FROM \$35 TO \$345.

RECITALS DAILY.

S. MOUTRIE & CO., LTD.

EXCLUSIVE DISTRIBUTORS.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... 1,125,000
Paid-up ... 582,500
Reserve Fund ... 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [878]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (22,500,000)
Paid-up Capital ... Fl. 17,407,000 (£1,400,000)
Reserve Fund ... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEEIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [21]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager

Hongkong, 14th April, 1913. [133]

THE YOKOHAMA SPECIE BANK, LIMITED.

Authorized Capital ... Yen 48,000,000
Paid-up Capital ... 30,000,000
Reserve Fund ... 18,550,000

HEAD OFFICE: YOKOHAMA.
Branches and Agencies at:

Antung (Main) Liao-Yang Ryojun (Port Arthur)
Calcutta London San Francisco
Bombay Changchun Los Angeles Shanghai
Changchun Lyons Tientsin
Dairen (Dalny) Nagasaki
Fengtien (Mukden) Newchwang Tokyo
Hankow New York
Harbin Osaka
Hiroshima Peking
Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rate to be obtained on application.

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... 6,250,000
Reserve Fund ... 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Swatow Toisan
Anping Kobe Taipei
Canton Nagasaki Tokyo
Fookow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE,
3, Des Vaux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1273]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—
Sterling ... £1,500,000 at 2 1/2 = \$13,000,000
Silver ... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
S. H. DODWELL, Esq.—Chairman,
Hon. Mr. D. LANSDALE—Deputy Chairman.

G. Friesland, Esq. J. A. Plummer, Esq.
E. Groot, Esq. W. L. Pattenden, Esq.
C. S. Gubbay, Esq. H. A. Siebs, Esq.
D. H. Hoyle, Esq. Hon. Mr. E. Shellim.
G. R. Laurens, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance. On Fixed Deposits:

For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay Kobe
Calcutta Manila
Canton Mexico
Cebu Panama
Colon Peking
Empire San Francisco
Hongkong Shanghai
Hankow Yokohama

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods at rates which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

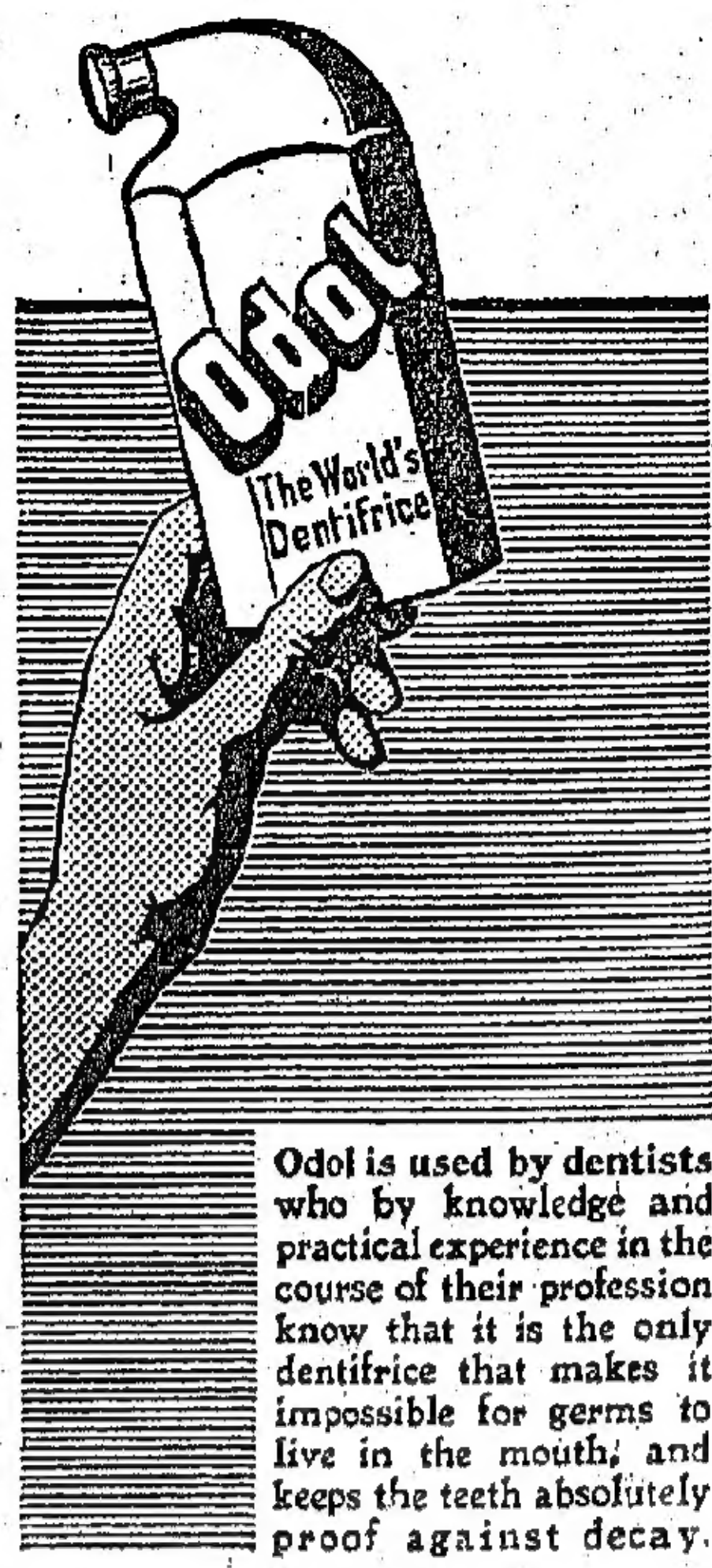
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230]



Odol is used by dentists who by knowledge and practical experience in the course of their profession know that it is the only dentifrice that makes it impossible for germs to live in the mouth, and keeps the teeth absolutely proof against decay.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *China* left Yokohama on the 12th December, at noon, for Hongkong via Manila. The United States mails have been transferred to an N.Y.K. str. scheduled to arrive at Hongkong on the 21st December.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 13th December, at 11 a.m., and may be expected here on or about the 5th January.

THE ENGLISH MAIL.
The P. & O. str. *Himalaya* left Singapore for this port on the 13th December, at 9 a.m., with the outward English mails, and is due here on the 18th December, at about 10 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Luzon*, carrying the German mails, with dates from Berlin on the 26th November, left Colombo on the 14th December, p.m., and may be expected here on or about the 25th December.

MERCHANT STEAMERS.
The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 11th December, and is expected here on the 17th December, a.m.

The H.A.L. str. *Janera* left Manila on the 14th December, p.m., and may be expected here on or about the 17th December, p.m.

The N.Y.K. str. *Pengang Maru* (Bombay Line) left Bombay for this port via Singapore on the 20th November, and is expected here on the 18th December.

The Ben Line str. *Benlauer*, from Antwerp, Middlesbrough and London, left Singapore for this port on the 11th December, and may be expected to arrive here on or about 18th December.

The H.A.L. str. *Bresilia* left Shanghai on the 15th December, a.m., and may be expected here on or about the 18th December, a.m.

The Swedish East Asiatic Co.'s str. *Ceylon* left Singapore on the 19th December, and is expected to arrive here on the 19th December.

The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 20th December.

The Mogul Line str. *Gloucester*, from United Kingdom, left Singapore on the 12th December, a.m., and is therefore due here on or about the 20th December.

The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via ports on the 12th December, and is expected here on the 21st December.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Yokohama for this port via ports on the 13th December, and is expected here on the 25th December.

The Danish str. *Tianouhar* left Port Said on the 5th December, and may be expected here on or about 31st December.

The N.Y.K. str. *Kitama Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 12th December, and is expected here on the 1st January.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 6th December, and is expected here on the 14th January.

The N.Y.K. str. *Tyo Maru* (European Line) left London for this port via ports on the 5th December, and is expected here on the 14th January.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Yatshing, from Singapore, is due in Hongkong 18th December.

Fausang, from Pasoleroan, is due in Hongkong 21st December.

Onsang, from Pasoleroan, is due in Hongkong 23rd December.

SHIRE LINE, LIMITED.
Merimethshire, passed Canal, is due in Hongkong 20th December.

Momouthshire, from London, is due in Hongkong 25th December.

Den of Glamis, from Seattle, is due in Hongkong 28th December.

Solveig, from Seattle, is due in Hongkong 3rd January.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES OF "DAILY PRESS" are on sale daily at the following stores—
KOWLOON BOOK STALL, Ferry Wharf, Messrs. HUNG CHEONG, Haiphong Road

RITUAL MURDER CHARGE.

MEDIEVALISM IN A MODERN CITY.

(BY A SPECIAL CORRESPONDENT OF "THE TIMES.")

KIEFF, November 7th.

To realize to the full the strange drama of the Beiliss case it is necessary first to realize Kieff. Having hitherto had no true conception of Kieff, I am, as commonly happens, disposed to credit others with ignorance similar to my own. And the necessity of making them grasp the truth must be my excuse for the personal statement that, though I have not set foot on the American continent, I have seen many famous cities in Europe, Asia, and Africa. I forget neither Constantinople, Venice, and Salzburg in Europe, nor Shiraz, Delhi, and Agra in Asia, but out of all those memories there rises no panorama that for sheer breath-taking beauty can challenge the view of the Dnieper from the heights of Kieff. I shall not attempt to describe its wonder and its magic, but I am content to await the decision of any doubter who may choose to come and look at it—from the parapet outside St. Andrew's Church, from St. Vladimir's Monument, or from the Merchants' Club Garden—once in the stillness of the dawn, again in the sunlight of the afternoon, and lastly in the twilight, when the steamer lights are lit.

Continuing to presuppose the ignorance of English readers, I desire to inform them that Kieff's population is about as great as that of Manchester; that the town is infinitely better planned; that its principal streets are at least as wide as Piccadilly, and their side pavements broader than the Burlington Arcade and better than any in St. Petersburg; that its shops are as fine as those in most European capitals; and that its service of electric trams is excellent. There is a fine opera, such as no provincial English town can boast, and last week for concert-goers there appeared on successive nights Tsayee and Lakshmanoff.

There you have the setting. And out of this busy, modern, but beautiful city of "skyscrapers," telephones, and vast hotels one turns daily into a criminal Court where a Jewish prisoner is being tried for murdering a Christian boy in order to obtain his blood for the purposes of a secret and shameful ritual which is alleged to have existed from time immemorial amongst the Jews, and still exists amongst them, not merely in Russia, but in all countries. The body, we are told, is in such cases marked with certain cabalistic signs, and the blood is eaten in Passover cakes.

A FAIR TRIBUNAL.

Let it be said at once that, whatever the verdict may be, the trial has at least been fair, fair and free. The President of the Court has throughout been the impetuous son of impartial justice. If he has sometimes tried to keep the evidence to the point, he has shown no favour to one side, and such vast distances frequently separated witnesses from any relevant point that one could not help wishing that his interventions had been more frequent and successful. Let it also be said, in explanation of the fact that the trial is held at the instance of the "Prosecutor, or Public Prosecutor, and that well-known men such as M. Zemislowsky and M. Shapoff appear as counsel against Beiliss, that the tradition of ritual murder by Jews, which was alive throughout Europe in the Middle Ages, has never died in Russia and shows every sign of fierce vitality. There are thousands of Russians who burn with indignation at this trial, and would be horrified at a verdict of guilty, because they believe that there is not a tittle of evidence against Beiliss, but who, nevertheless, are as firmly convinced that Jews commit ritual murder as they are of the accuracy of the multiplication table. Of the "intelligence" it might be said with truth that some of them believe in the existence of the practice more firmly than they believe in God. The secret forces of living tradition are insubstantial, and those of us who remember the horrors of the Chomel witch-burning case cannot treat the Kieff trial as incomprehensible in all its aspects.

STORY OF THE MURDER.

But when all is said this surely remains, judicially, politically, and psychologically, the most baffling of all great modern trials. Briefly the facts are these. On April 2nd, 1911, the body of Andrusia Yushchinsky, a boy of 12, was found in a cave in a piece of waste land adjoining the Nagornaya-street in Kieff. It was covered with 47 wounds, some deep and ghastly, some slight, and the hands were bound behind the back. The boy's coat and trousers were missing; he was dressed only in undergarments; his cap, belt, vest, and one sock lay close by; and some of his school exercise-books, rolled up in tube form, were stuck in a hollow in the wall of the cave. The garments were soaked in blood in parts, and there were many bloodstains, but it was clear that the murder had been committed elsewhere and that the body had ceased to bleed before being removed to the cave. The case for ritual murder rests on the fact that the main effusion of blood was never found, and that there were a number of wounds, resembling holes made by blows from some round-pointed or knobbed instrument on the right temple, which might be counted as 13, though it is clear from the photograph that, as some of the wounds overlap, the precise number is a matter of choice. It should be said that as a doubt was cast upon the photograph it was not shown to the jury in the trial, but they are probably the only people who have not seen it as it has been freely published. According to the testimony of Father Pranitsky, it is the custom of the Jews, in ritual murder, to inflict 13 wounds on the temple of their victim.

The case against Beiliss, who was arrested in the following August, rested on the fact that the cave where the body was found is near the brickworks of Jews named Zaitseff, known as a wealthy family, generous towards Jewish charitable institutions, that Yushchinsky and other children had been very fond of amusing themselves by riding on a revolving press in the brickworks, until a fence was put up which kept them out. It was alleged that on March 25th, the day on which Yushchinsky disappeared, they had crossed the fence and returned to their old playground, but a man with

a black beard had chased them away. All of them escaped except Yushchinsky, who was caught and never seen alive again. Beiliss was a Jewish foreman of Zaitseff's works, and he possesses a short black beard.

THE CHIBERYAKS.

That was the case against the prisoner. Now let us turn to the evidence which concerned certain people not in the dock—namely, Vera Chiberyak, Singayevski, her brother, Rudinski, her sister's fiancé, the dead boy, the illegitimate child of a woman of the orthodox faith, may have had, as the Prosecutor informed the jury, "dreams of becoming a priest," but in the meantime we must recognize that he was given to playing truant from school, and that his principal friends were the children of Vera Chiberyak, an unsuitable parent for the associates of an embryo priest. Vera Chiberyak, a Polish Catholic, is admittedly a "fence," a receiver of stolen goods, and her house is a sort of thieves' kitchen. A certain Miffoh, whose name figured frequently in the case, had the melancholy distinction of having his eyes put out by vitriol thrown on him by Vera, whose courage in doing evil has earned her fame. An evil and wonderful figure she looked in Court, typically admitting misdeeds, coolly, thick-lipped, shallow-faced, with jet black hair and great smouldering black eyes. She wore a large black velvet hat with gaudy yellow plumes fastened by a huge gleaming pin, whereon rows of seeming diamonds alternated with layers of pink paste, and a long black cloak opened to reveal a red frock crossed with gold chains. Evidence of neighbours and others was given to the effect that on the day of Yushchinsky's disappearance he visited Vera's house. Screams and noises were heard which would justify the supposition that murder had been committed. Both on that and the following day suspicious circumstances were noted by Vera's visitors. An embroidered bloodstained rag found in the cave by the body and supposed to have been used as a gag was identified as a piece of one of Vera's pillow-slips. It was alleged that Vera herself gossiped later about the murder, and said that the body had been covered with wounds and put in the cave in order to throw suspicion on the Jews for the ritual murder. The trial for the discovery of the body and anti-Semitic proclamations were distributed at the funeral.

Finally, two of the amateur assistants of the detective Krasovsky described how they had gained Singayevsky's confidence by posing as criminals and proposing to him a lucrative burglary. They had then roused his fears by telling him that the police were on his track in the Yushchinsky case, which might prove an awkward interruption to the new venture. "He consulted them as to whom it might be wise to 'remove,' and quite simply told them how the murder had been committed in Vera Chiberyak's house by himself, Rudinski, and Zaitseff, who later committed suicide when in custody on another charge. Singayevski and Rudinski, who are now serving terms for other crimes and appeared in Court in convict dress and guarded by police, admitted the truth of part of this tale, including the fact that they had willingly listened to embark on a profitable crime. But they denied any confession of the murder, and set up what the prosecution viewed as the very effective alibi that during the whole day of Yushchinsky's disappearance they were engaged with the details of a daring burglary at a shop in the main street of Kieff which, owing to the activity of the watch, had miscarried the night before, but which they carried through successfully in the small hours of the night of March 25—though unfortunately they were arrested in Moscow two days later.

KRASOVSKY'S THEORY.

The theory of the detective Krasovsky—who since his unravelling of the Ostrovsky murder mystery, a case which caused as much excitement in Russia as the Crispin trial in England, has been regarded as the local equivalent of Sherlock Holmes—is that the boy Yushchinsky was murdered by the Chiberyak gang because he had learnt their secrets and had threatened to give information to the police. It is certainly clear that, after one failure already, a suggestion of betrayal on the very eve of what proved a profitable burglary would have been very annoying to hardened criminals, who made it plain to the Court that they were not accustomed to stick at trifles. They made their living, they callously said, by housebreaking, drunk and gambled the proceeds of each coup, and when these were exhausted planned another.

The story of the man with the black beard originates with the Chiberyak family. The evidence of Vera, her husband, and her children is full of contradictions. Her husband said that the children told the story of the kidnapping of Yushchinsky the day of the occurrence on their return home. Vera said they first mentioned it after the body was found eight days later. Two of her children died in the following August. Vera declares that they were poisoned by the Jews. Others said in Court that they were poisoned by Krasovsky. The hospital doctor offered the simpler explanation that they died of dysentery due to eating green pears. A priest testified that the boy, Eugene Chiberyak, on his deathbed, after receiv-

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ing extreme unction, desired to say something further, and called him back, saying, "Little Father"; but the mother was present in the room standing behind the priest's back, and the boy relapsed into silence. Eugene's depositions to the examining magistrate which form part of the indictment state that he did not go out with Yushchinsky on March 25th. There remains the evidence of the surviving child Ludmilla, who was nine years old. Her story of the play at Zaitseff's factory was denied by the other children when she named as having been present, and the little girl broke down in Court, cried bitterly, and said she had been told all that she was to say and frightened into saying it.

PERSONALITY OF THE PRISONER.

Such is the story, stripped of all the picturesque irrelevances, which occupied the Court for many days, the evidence of strange figures with stranger nicknames, the Frog, the Wolf, the Lamplighter, and many others. For this farago Mendel Beiliss has already undergone more than two years' imprisonment, and has now been tried before the world on a charge of ritual murder. A former enough figure he has been, sitting day by day, from morn to night, with three prison policemen standing at attention with drawn swords behind him, listening often to tedious tales and to evidence in which his own name has not been mentioned for days together. Sometimes he sobbed and sometimes he smiled, but more often he stared vacantly and seemed only roused from torpor by the rising of the Court, and the smart movement of his guard, as it wheeled left about, when the moment came for him to leave. But he is said, to contradict some tales in circulation, that he had not the air of an ill-used prisoner. His navy blue suit was good and comfortably well cut, and he seemed to have a fresh linen collar daily. His face was pale and sad, but you may meet a hundred sadder-faced Jews in a walk of a thousand yards east of Aldgate Pump. All his life he has been in time, and the fact that his case is the object of so much public attention does not make his suffering greater than those of many other people, the world over, whose agony is not under the lime-light. And for my part I confess that he is of secondary interest in comparison with the psychological puzzle which the trial presents.

I have suppressed a score of absurdities from a desire to record it fairly and without any of the spirit of *farceuse*. That such a story should have been allowed to come before the world in a public trial by jury after more than two years' consideration of the evidence is hard to understand. And who could have supposed that in the 20th century, when the world is a whispering gallery and the doings of one country are the gossip of its neighbours, we should see a Court solemnly discussing Black Magic, Moloch, what Dion Cassius said, what Julian the Apostate did, and whether Jews drink Christian blood out of hatred for Christians, or to counteract a divine curse upon their anatomy, or to safeguard themselves against the chance that Christ was the Messiah? "Sir Thomas Browne, in his 'Vulgar Errors,' discussed some centuries ago the question 'Do Jews stink?' One wonders what he would have made of the Kieff trial. The Russian bureaucracy contains many men whose highly developed intelligence can only command the most genuine admiration. Everywhere, from the highest official circles to the lowest, are to be found men who condemn this trial as an act of folly. Yet, somehow, slowly, irresistibly, after many procrastinations and many contrary rumours, the trial came, the whole of Russia has been fanged into two camps on the oddest of all issues, and on what appears for one side the most untenable ground, though of its own choosing. Clearly there is something wrong somewhere. Where it is precisely no one seems to know, but in a system which makes screw, some flay, which the modern world will surely set to rights. In the Middle Ages Russia or any other country might have had its ritual murder trial, and no one outside a penny the wiser. But nowadays, when Europe is a composite of interlacing friendships and alliances, no country can afford to indulge in such a fantasy without being at least a penny the wiser. How, then, has this happened? Je n'accuse pas, mais je n'en comprends rien.

[The result of the trial was the acquittal of the accused.]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 16th.

	Previous Day	On 16th	On 15th	On 14th
Barometer	30.30	30.12	30.15	30.15
Temperature	72	66	67	67
Humidity	72	82	61	61
Wind Direction	East	North	North	North
Force	2	1	1	1
Weather	0	0	0	0
Rain	0	0	0	0

Highest open air Temperature on 15th... 67
Lowest open air Temperature on 15th... 63

NOTICES TO CONSIGNEES.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or other hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 a.m.

All Claims must reach us before the 25th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 11th December, 1913.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "IMPRESS OF JAPAN"

THE above-mentioned Steamship arrived from VANCOUVER, VICTORIA and JAPAN PORTS. Consignees of Cargo are hereby notified that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon or West Point Godowns, where delivery can be obtained.

Goods on hand after the 22nd Dec. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK, General Traffic Agent.

Hongkong, 15th December, 1913.

PASSENGERS.

ARRIVED.

Per *Borac*, for Hongkong, from London, etc., Miss M. C. Dawson, Mrs. Copley Moyle, infant and ayah, Mr. and Mrs. A. S. Sprigg, Mr. Murray Bain, Mr. W. Rhodes, Mr. A. G. Tickell, Lieut. T. A. N. Cromie and servant, Corpl. and Mrs. A. Lyth, Mr. and Mrs. G. Elliott and child, Mr. and Mrs. O'Sullivan and infant, Mr. J. G. Chalker, from Brindisi, Mr. and Mrs. Dattena, from Port Swettenham, Mr. D. A. Christie, from Singapore, Mr. Fehr and Mr. S. A. Fairweather.

Per *Chino Maru*, for Hongkong, from San Francisco, etc., Dr. and Mrs. M. W. Baker, Right Rev. and Miss Chas. H. Brent, Mr. and Mrs. F. R. Felt, Mr. H. Forst, Mr. P. Gossweiler, Mr. and Mrs. F. Glass, Mrs. and Miss H. Heaton, Miss A. M. Henderson, Capt. E. H. Kirvan, Major F. Knoll, Mr. and Mrs. D. J. Keefe, Mr. C. E. Mapes, Mr. and Mrs. J. S. Stanley, Miss M. Stanley, Mr. and Mrs. M. H. Salz, Mr. and Mrs. C. E. Wright, Lieut. Col. J. R. White, from Honolulu, Mr. and Mrs. B. Brodsky, from Hongkong, Mr. and Mrs. R. E. Hasbrook, Mr. F. B. Nelson, from Yokohama, Mr. C. Lucy Goodrich, Mrs. J. F. Lowder, from Kobe, Miss Butterfield and Mr. and Mrs. F. H. Chevallier Boutell, Prof. and Mrs. J. H. Collins, Mrs. C. D. Crellin, Mr. and Mrs. G. E. Eddins, Mr. D. W. Graves, Mr. F. G. Kell, Miss L. G. Kell, Mr. and Mrs. Geo. B. McKee, Mr. F. B. Marshall, Miss M. Moore, Miss A. N. Roberts, Col. Radcliff, Mrs. H. M. Sheppard, Mrs. T. Wright, from Shanghai, Mr. C. Beswick and servant, Mr. S. C. Culin, Mr. J. Christy, Mrs. C. K. Crank, Mr. G. H. Corse, Jr., Mrs. J. Cromie, Sir E. J. Duncombe, Mr. S. Fernihough and servant, Mr. L. de Forest, Mr. C. A. Graham, Mr. S. Hart, Mrs. Leroy Hough, Mr. H. Holmes, Mr. Ellis Kadorie, Mrs. H. Minot, Mr. S. Selden, Mr. J. Selden, Mr. M. M. Tackey and servant and Mr. C. Youars.

DEPARTED.

Per *Saba Maru*, for Seattle, etc., Miss Thurlow, Mr. H. D. Drysdale, Sister Anthonia, Sister Maria, Miss Chubuck, Mrs. E. L. Chubuck, Miss McIntyre, Miss Silva, Miss Canero, Mr. E. M. McEwen, Mr. McMillan, Mr. W. J. C. Donovan, Mrs. Graham, Miss Weber, Mrs. Weber, Mrs. E. A. Main, Mr. McMillin, Mr. E. K. Lomas, and Mr. S. Berry.

Per *Kaga Maru*, for London, etc., Mr. I. Koyama, Mrs. Varfield, Masters Holeruv, (3), Miss A. S. Williams, Miss G. L. Williams, Mr. Karlwith, Mr. Hornbeck, Rev. Dohoudi, Mr. Kurata, Mr. K. Yamamoto, Mr. T. Kudo, Minister and Madam P. Chumong, Misses Katori (2), Mr. and Mrs. E. T. Williams, Capt. J. Dewar, Miss V. Markham and maid, Mr. S. Inouye, Mr. and Mrs. Okabe and child, Mr. W. Watanabe, Messrs. K. Matsudaira, G. C. Bingham, M. Yamazaki, G. Goto, K. Saito, K. Sasahara, K. Shimidzu, K. Kato, T. Akamatsu, C. Iwamoto, K. Kiyota, Miss O. Satsu, Miss F. Yamamoto and Miss Makun.

PASSENGERS EXPECTED.

N.Y.K.

Per *Miyazaki Maru*, from London November 5th—Miss A. M. M. Corbett, Lieut. W. Rawlinson, Mr. and Mrs. MacKenzie, Miss MacKenzie, Miss H. T. MacKenzie, Mrs. J. J. Thompson, Miss C. M. Thompson, Master F. M. Thompson, Mrs. Chapple and 2 children, Dr. and Mrs. N. Davis, Master H. Davis, Bishop and Mrs. Banister, Miss Banister, Mr. W. T. Puddappa, Mr. R. C. Turner, Mr. Banister, Mr. H. Morgan, Mr. and Mrs. W. Tohl, Master W. Tohl, Miss H. Tohl, Mrs. A. Mackay, Mr. A. Edwards, Mrs. Stevenson, Master Stevenson, Mr. J. D. Edwards, Mr. S. H. Spaulding, Mr. and Mrs. A. Michael.

WEATHER REPORT.

On the 16th at 10.50 a.m.—The depression over S.E. China has deepened and moved north-eastward. It is now central to the South of Japan.

Pressure has increased considerably over the Yangtze Valley and slightly along the south coast of China to Annam.

Strong monsoon is indicated along the east coast of China and freshening monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT. FORECAST.

Hongkong & Neighbourhood N.E. winds, moderate to fresh; fair.

Formosa Channel N.E. gale.

South coast of China between [The same as Hongkong and Lamook]. No. 1.

South coast of China between [The same as Hongkong and Hainan]. No. 1.

SHIPPING IN PORT.

STEAMERS.

BANRI MARU, Japanese str., 2,017, T. Soga, 18th December—Sourabaya 29th November, Sugar.—Doddwell & Co.

BOGARIN, Russian str., 950, J. Baiding, 14th December—Bangkok 3rd December, Rice.—Thoresen & Co.

CEYLON MARU, Japanese str., 3,142, Nogu-chi, 11th December—Mojji 7th December, General.—Nippon Yusen Kaisha.

CHINXIANG, British str., 1,229, G. R. Ainslie, 12th December—Bangkok 1st December, Rice—Chinese.

CHILIAN, Norwegian str., 1,102, H. Nielsen, 14th December—Bangkok 4th December, Rice.—Aagaard, Thoresen & Co.

CHINGCHOW, British str., 1,954, Doyle, 13th December—Kwang Yon 10th December, Cement, Stone.—Shewar, Tones & Co.

CHINNUA, British str., 1,353, Finlayson, 12th December—Manila 9th December, General.—Butterfield & Swire.

CHIPPING, British str., 1,199, F. M. Meyrick, 15th December—Weihaiwei 10th December, General.—Jardine, Matheson & Co.

COBLENZ, German str., 3,130, L. Klugkist, 9th December—Sydney 15th November, General.—Melchers & Co.

DAITEN MARU, Japanese str., 2,324, W. Nakagawa, 14th December—Samarang, Sugar.—A. Bune & Co.

DAIYA MARU, Japanese str., 1,735, Tokabaki, 14th December—Mojji 8th December, Coal.—Mitsui Bishi Goshi Kaisha.

DILWARA, British str., 3,480, G. N. Ramjee, R.N.R., 10th December—Mojji 6th December, Coal and General.—David Sassoon & Co.

EMPEROR OF JAPAN, British str., 5,040, W. Dixon, Hopcraft, 14th December—Vancouver 10th November, Flour and General.—Canadian Pacific Railway Co.

FUKUKA MARU, Japanese str., 3,130, Y. Goto, 11th December—Wakamatsu 3rd December, Coal.—Mitsui Russian Kaisha.

GEORGI, Russian str., 770, O. Sol, 12th December—Hongkong 9th December, Coal.—Siemens & Co.

HANGSANG, British str., 1,356, S. Wilde, 13th December—Swatow 12th December, General.—Jardine, Matheson & Co.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"HIMALAYA,"
 Captain H. G. Evans, R.N.R., will leave for Shanghai TO-MORROW, the 18th inst., at 5 P.M.
 For Freight or Passage, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 15th December, 1913. [1]

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Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo direct to the Mail Steamer proceeding direct to Hongkong and London, other Cargo for London, &c., will be conveyed by Bombay to the same bottom, due in London on the 31st January, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 8th December, 1913. [1]

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 Hongkong, 16th December, 1913. [1388]

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For NEW YORK

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THE Steamship

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 Hongkong, 11th December, 1913. [1417]

THE "INDRA" LINE, LIMITED.

For SAN FRANCISCO.

THE Steamship

"INDRASAMHA,"
 Captain Jones, will be despatched as above about the middle of January, 1914.

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 Hongkong, 11th December, 1913. [1418]

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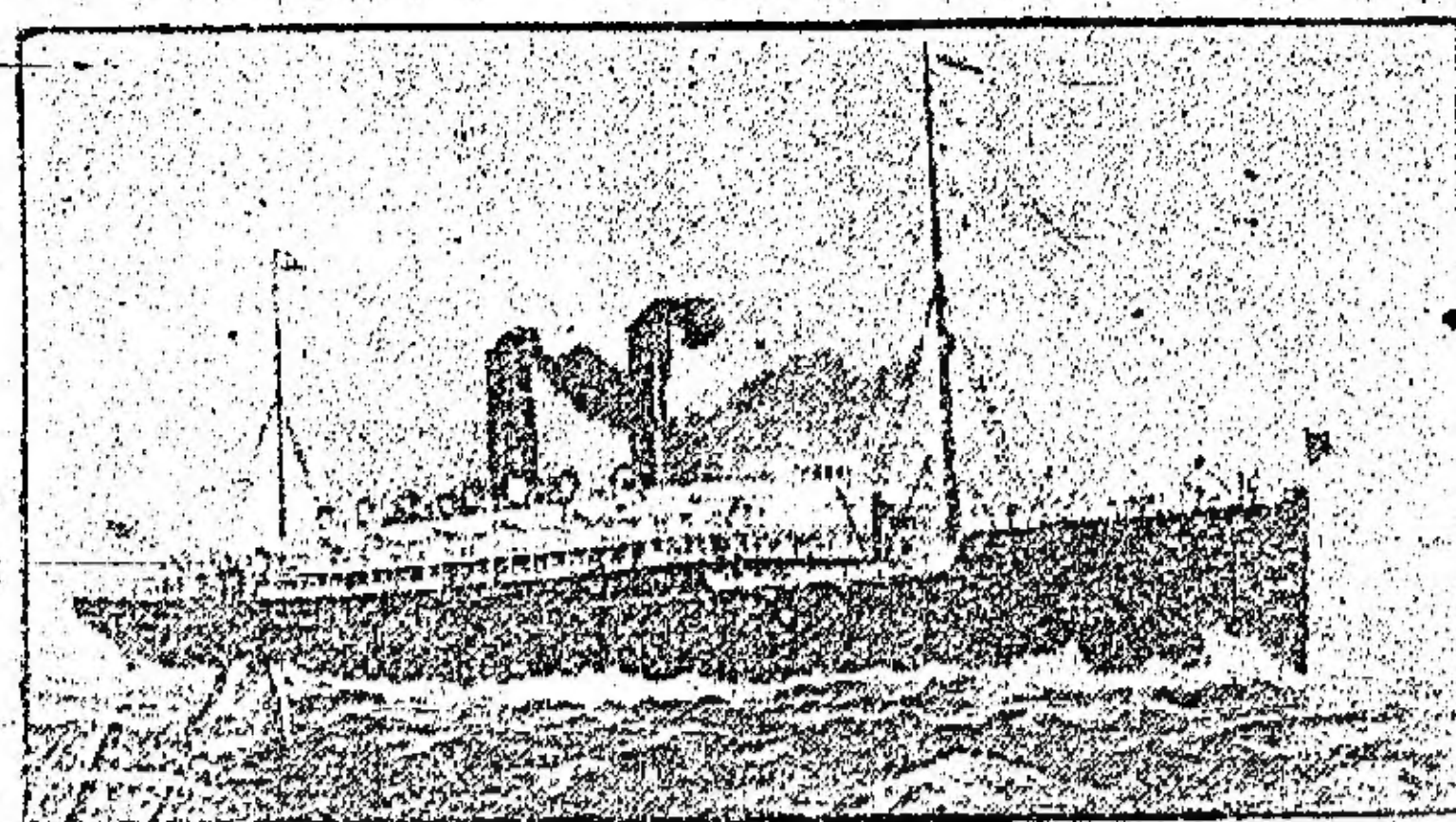
To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	About 24th inst.
LONDON, ROTTERDAM & ANTWERP.	DEN OF GLAMIS	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYMERIS	Frech. str.	—	Lassines	MESSAGERIES MARITIMES	On 29th inst.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	FURBER BURLON	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	J. Nagano	NIPPON YUSEN KAISHA	On 31st inst. at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	C. FERRI LARIBZ	Ger. str.	k. w.	Gesell	HAMBURG-AMERIKA LINE	On 2nd Jan.
MARSEILLES, LONDON, ROTTERDAM & ANTWERP.	CLINTON	Brit. str.	—	Jas. McGilivray	HAMBURG-AMERIKA LINE	About 17th Jan.
HAYRE, BREMEN, BREMEN & HAMBURG, &c.	ISTRIA	Ger. str.	k. w.	Kirehloff	HAMBURG-AMERIKA LINE	On 28th inst.
HAYRE, BREMEN & HAMBURG, &c.	ALPHEUS	Ger. str.	k. w.	Kneisel	HAMBURG-AMERIKA LINE	On 28th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINE	On 18th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERIKA LINE	On 13th Jan.
COPENHAGEN, GOTHENBURG & BALTO PORTS.	CHYLON	Swed. str.	—	—	ARTHUR NILSSON & Co.	About 15th Jan.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	MERIONETHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SAINT PATRICK	Jap. str.	—	T. Saito	YOKO SUGEN KAISHA	On 25th inst. at 1 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	S. Wada	YOKO SUGEN KAISHA	On 30th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. K. Wada	YOKO SUGEN KAISHA	On 7th Jan. at 1 P.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON	PACIFIC ALICE	Ger. str.	—	J. D. Fieldt	MELCHERS & Co.	On 24th inst. at 10 A.M.
TRIESTE, P'UNE, VENICE VIA SINGAPORE, &c.	DE F. FERINADO	Aus. str.	—	—	SANDER, WIELER & Co.	About 31st inst.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Aus. str.	—	—	SANDER, WIELER & Co.	On 15th Jan. at 4 P.M.
NEW YORK	INDRAKULA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	On 8th Jan.
BOSTON & NEW YORK	SAIN PATRICK	Brit. str.	—	Hopley	DODWELL & Co., Ltd.	About 27th inst.
BOSTON & NEW YORK VIA PORTS & SUZEE CANAL.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Dixon Hopcraft	ARNOLD, KARRER & Co.	On 17th Jan.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEALE	Brit. str.	2 m.	F. L. Davison	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SIBERIA	Aus. str.	—	A. Zoder	CANADIAN PACIFIC R. Co.	On 15th Jan. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	8 P.	W. W. Greene	PACIFIC MAIL S.S. Co.	To-day, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	INDASABA	Brit. str.	—	H. Thompson	YOKO KAISEN KAISHA	On 22nd inst. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MAUSANG	Brit. str.	—	J. P. Jones	PACIFIC MAIL S.S. Co.	On 30th inst. at Noon.
FREMANTLE, WEST AUSTRALIA	KUMANO MARU	Jap. str.	—	M. Wankler	JARDINE, MATHESON & Co., Ltd.	About 10th Jan.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klingst	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	—	MELCHERS & Co.	On 27th inst. at 9 A.M.
JAPAN	TUPANAS	Dut. str.	—	—	GIBB, LIVINGSTON & Co.	On 2nd Jan. at 10 A.M.
YOKOHAMA, KOBÉ & MOJI	YATSHING	Brit. str.	—	R. Y. Anderson	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBÉ VIA SHANGHAI	CHINA	Aus. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at D'light.
KOBÉ & YOKOHAMA	MYASAKI MARU	Jap. str.	—	Soyeda	SANDER, WIELER & Co.	About 31st inst.
KOBÉ & YOKOHAMA	PEKING SHUMON	Ger. str.	—	Hartwig	NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
NAGASAKI KOBÉ & YOKOHAMA	NIRKO MARU	Brit. str.	—	R. T. B. Jones	MELCHERS & Co.	On 6th Jan.
TSINGTAU, CHEFOO & CHIWANTAO	CHIFUSHING	Brit. str.	—	T. M. Mervick	JARDINE, MATHESON & Co., Ltd.	On 14th Jan. at 11 A.M.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	Sponcer Wilde	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Mensthal	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	HIMALAYA	Brit. str.	—	H. G. Evans N.R.R.	P. & O. S. N. Co.	To-morrow, at 5 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	CHYLON	Swed. str.	—	—	ARTHUR NILSSON & Co.	On 19th inst.
SHANGHAI, MOJI & KOBÉ	PENANG MARU	Jap. str.	—	Marazumi	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, KOBÉ & YOKOHAMA	SILESIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINE	On 20th inst.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst. at M'night.
SHANGHAI	CHOYBANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 21st inst. at D'light.
SHANGHAI	CHOW SHAW MARU	Brit. str.	—	A. Mackie	NIPPON YUSEN KAISHA	On 21st inst.
SHANGHAI	HUICHOW	Ger. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	LUKCHOW	Ger. str.	—	H. Textor	MELCHERS & Co.	About 23rd inst.
SHANGHAI	ABRATON APCAR	Brit. str.	—	Walker	DAVID SASSON & Co., Ltd.	On 27th inst.
SHANGHAI	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	DUNBAR	Frech. str.	—	—	MESSAGERIES MARITIMES	On 2nd inst.
SHANGHAI	KORBER	Aus. str.	—	—	SANDER, WIELER & Co.	On 2nd Jan. at 6 A.M.
SHANGHAI	TUPIDAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	On 25th inst. at 2 A.M.
SHANGHAI	KAGO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	To-day, at Noon.
SHANGHAI	DAIGI MARU	Jap. str.	—	S. Tokashige	OSAKA SHOSHEN KAISHA	On 21st inst. at 10 A.M.
SHANGHAI	YOGHOU	Brit. str.	2 h.	W. C. Evans	DUGLAS LAPAIRE & Co.	To-day, at 11 A.M.
SHANGHAI	HANCHING	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 19th inst. at D'light.
SHANGHAI	HAIKANG	Brit. str.	2 h.	W. C. Evans	DUGLAS LAPAIRE & Co.	On 19th inst. at 11 A.M.
SHANGHAI	HAIKANG	Brit. str.	2 h.	A. E. Hodgins	DUGLAS LAPAIRE & Co.	On 19th inst. at 11 A.M.
SHANGHAI	HAIKANG	Brit. str.	2 h.	J. S. Ronch	DUGLAS LAPAIRE & Co.	On 23rd inst. at 11 A.M.
SHANGHAI	CHINIVA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LOONGSANG	Brit. str.	—	W. G. G. Leek	JARDINE, MATHESON & Co., Ltd.	On 20th inst. at 2 P.M.
SHANGHAI	RUBI	Aus. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 23rd inst. at 4 P.M.
SHANGHAI	YUNSHANG	Brit. str.	—	Jarrett	JARDINE, MATHESON & Co., Ltd.	On 27th inst. at 2 P.M.
SHANGHAI	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.
SHANGHAI	ZAPIRO	Aus. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 2nd Jan. at 4 P.M.
SHANGHAI	YUKI	Dut. str.	—	T. Hori	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	SAIGON MARU	Jap. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
SHANGHAI	DILWARA	Brit. str.	—	G. N. Ramgare, R.N.R.	OSAKA SHOSHEN KAISHA	On 26th inst. at 4 P.M.
SHANGHAI	LAISANG	Brit. str.	—	E. J. Todd	DAVID SASSON & Co., Ltd.	To-day, at 3 P.M.
SHANGHAI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon.
SHANGHAI	HAKATA MARU	Jap. str.	—	H. Nomura	JARDINE, MATHESON & Co., Ltd.	On 23rd inst. at Noon.
SHANGHAI	KAFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI	BORNEO	Ger. str.	—	J. Koshler	MELCHERS & Co.	To-morrow, at 10 A.M.
JESSIELTON, KUDAT & SANDAKAN	—	—	—	—	—	On 3rd Jan.

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI or MANILA, NAGASAKI, KOBE (via inland sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service to NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. OUTSIDE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
SIBERIA	18,000	WEDNESDAY, 17th Dec., at 1 p.m.
CHINA	16,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,600	TUESDAY, 31st Dec., at 1 p.m.
NILE	11,000	SATURDAY, 10th Jan., at 9.45 a.m.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 p.m.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
30th Dec. ... CHINA	1st Jan.	20th Dec.	22nd Dec.
10th Jan. ... NILE	12th Jan.	26th Dec.	28th Dec.
7th Feb. ... PERSIA	9th Feb.	27th Jan.	29th Jan.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 25th December, 1913. "GUJERAT"
From COLOMBO: 13th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong "SALAMIS" Middle of February, 1914.
First CLASS ACCOMMODATION FOR PASSENGERS
Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th December.
S.S. "THONGWA," 6,298 tons, Captain O. M. Robbins, will be despatched to KOBE and MOJI on 15th January.

WESTWARD
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, F.N.S., will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th December, at 5 p.m.
S.S. "GREGORY APCAR," 5,778 tons, Capt. J. E. Drake, will be despatched as above on 21st December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 16th December, 1913. AGENTS.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 19th Dec.
COPENHAGEN, GOTHENBURG and BALIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, 7th Floor.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

OUTWARD
FOR SHANGHAI, KOBE AND DUMBEA
STEAMER "POLYNESIE" ... On 29th December.

HOMEWARD
MARSEILLES VIA PORTS
STEAMER "POLYNESIE" ... On 29th December.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.20. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply to
S. C. DE BUSSIERE, ACTING AGENT,
QUEEN'S BUILDING.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 17TH DEC., 1913.
8 a.m. KINSHAN. 8 a.m. HEUNGSHAN.
10 p.m. HEUNGSHAN. 5 p.m. FATSHAN.

THURSDAY, 18TH DEC., 1913.

8 a.m. FATSHAN. 8 a.m. KINSHAN.
10 p.m. KINSHAN. 3 p.m. HEUNGSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HEUNGSHAN. S.S. SUI AN. Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 21ST DECEMBER, 1913.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES.

SALOON Single \$3, Return \$5. 1st CLASS Single \$2, Return \$3. 2ND CLASS Single \$1, Return \$2. Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOISANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIWAM, 588 tons, and S.S. NANYING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANZI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]



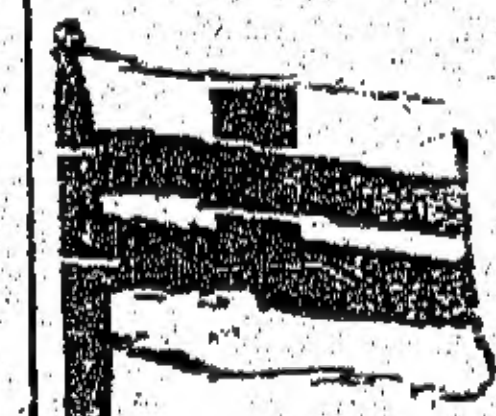
PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 23rd Dec., 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 2nd Jan., 4 p.m.

Passengers holding Round Trip Tickets may return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers,
Hongkong, 15th December, 1913. PHILIPPINES S.S. Co. [10]

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)



TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 p.m.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 7th Jan., at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	
"PANAMA MARU"	J. Kanno	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.
These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO MARU"	K. Komiya	
"LUZON MARU"	K. Sakawa	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAISO MARU	Y. Yamamoto	WEDNESDAY, 17th Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokuehige	SUNDAY, 21st Dec., at 11 a.m.
"DAIJIN MARU"	K. Murakami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashira	THURSDAY, 25th Dec., at 8 a.m.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KANIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. J. Nagano	16,000	WEDNESDAY, 31st Dec., at D'light.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	HITAOHI MARU Capt. Yamawaki	12,500	WEDNESDAY, 14th Jan., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. Wada	12,500	TUESDAY, 30th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	AWA MARU Capt. R. Shimidzu	12,500	TUESDAY, 13th Jan., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 17th Dec., at Noon.
KOBE and YOKOHAMA	TANGO MARU Capt. T. Sekine	13,500	WEDNESDAY, 14th Jan., at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 27th Dec., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU Capt. Hori	12,500	WEDNESDAY, 17th Dec., at 3 p.m.
SHANGHAI, KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Soyeda	16,000	THURSDAY, 18th Dec., at 11 a.m.
	PENANG MARU Capt. Murazumi	12,900	FRIDAY, 19th Dec., at Noon.
	NIKKO MARU Capt. Takeda	9,600	WEDNESDAY, 14th Jan., at 11 a.m.
	KANAGAWA MARU Capt. M. Mochida	12,500	MONDAY, 22nd Dec., at Noon.

§ Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER	TONS	SALES	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
IYO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATORI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

FOR AMERICA.

STEAMER	TONS	SALES	TUESDAY
SHIZUOKA MARU	12,500	"	27th January.
TAMPA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. 11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	HAU	KONG.	MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London) 1 day later
p.m. Thurs.		6 p.m. Tues.	Noon Sat.		Friday	Thursday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 13	Feb. 19
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 27	Mar. 5
Feb. 5	CHINA	Feb. 10	Feb. 14	MAJOJA	Mar. 13	Mar. 19
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 27	Apr. 2
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 10	Apr. 16
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 5	June 11

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—			
LONDON			
1st Saloon	"A"	Accommodation Single	£25. Return £29.
	"B"	"	" £29. " £33.
2nd Saloon	"A"	"	" £24. " £26.
	"B"	"	" £24. " £26.
MARSEILLES			
1st Saloon	"A"	Accommodation Single	£21. Return £23.
	"B"	"	" £21. " £23.
2nd Saloon	"A"	"	" £20. " £22.
	"B"	"	" £20. " £22.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS.	Leave Y'AMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SILLIES	Due at LONDON
	about Jan. 6	about Jan. 17	about Jan. 21	about Jan. 27	about Feb. 23	about Mar. 4
ORNEO ...	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN ...	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NTANZA ...	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NOBE ...	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE ...	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MAITA ...	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA ...	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA ...	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUE ...	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.	5 P.M. 18th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. W. R. Le Mare, R.N.	Noon, 20th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SARDINIA Capt. J. T. Jeffery	About 24th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NANKIN and YOKOHAMA	Capt. Owen Jones, R.N.	About 27th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th December, 1913.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"CHINHUA"	On 17th Dec, 4 P.M.
HAIPHONG	"KAIFONG"	On 18th Dec, 10 A.M.
SHANGHAI	"LUCHOW"	On 18th Dec, 4 P.M.
SWATOW, A. O. Y. NINGPO & SHANGHAI	"YONGHONG"	On 19th Dec, 10 P.M.
SHANGHAI & TINGTAU	"YINGCHOW"	On 20th Dec, 10 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 25th Dec, 4 P.M.
SHANGHAI	"HOUCHOW"	On 25th Dec, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the SS. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Saturday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Saturdays proceed from Shanghai to TINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th December, 1913. TELEPHONE 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	3rd Jan.	On 2nd Jan, 10 A.M.
ALDENHAM	24th Jan.	On 15th Feb, 10 A.M.
EMPEROR		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SILENTIA	20th Dec.
S.S. BREUSSEN	30th Dec.
S.S. O. J. D. ABLERS	9th Jan.
S.S. BELGRAVIA	13th Jan.
S.S. SPESIA	28th Jan.
S.S. SCANDIA	9th Feb.
S.S. HOERDE	24th Feb.
S.S. BAYERN	2nd Mar.

HOMeward.

FOR ROTTERDAM, HAMBURG and ANTWERP:

S.S. BRASILLIA	18th Dec.
FOR HAVRE, BREMEN and HAMBURG:	
S.S. ISTRIA	22nd Dec.
FOR HAVRE, BREMEN and HAMBURG:	
S.S. ALTMARK	29th Dec.
FOR MARSEILLES, ROTTERDAM and HAMBURG:	
S.S. FUERST BUELOW	29th Dec.
FOR MARSEILLES, HAVRE and HAMBURG:	
S.S. C. FERD. LARISZ	2nd Jan.
FOR ROTTERDAM, HAMBURG and ANTWERP:	
S.S. GOLDENFELS	13th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th December, 1913.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers; Electric Light. Excellent Cuisine.

SWATOW, AMOY and FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 19th Dec., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 23rd Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 26th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

* "HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 17th Dec., at 11 A.M.

* The S.S. "Haimun" will call at Amoy.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LIPRAIK & Co., GENERAL MANAGERS.

Hongkong, 17th December, 1913.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice—

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	WEDDAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS) \$120.
FIRST CLASS TO NEW YORK	\$60	" " " " \$96.10.
" " " " SAN FRANCISCO	\$45	" " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.



SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE. MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU... ..	11,000	18 "

THE QUICK and COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES and THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lanes, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

57]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUER and PORT SAID.
S.S. "KOEBER" 9,900 tons, will leave as above on 15th January, at 4 P.M.

Superior accommodation for 1st, 2nd and 3rd class passengers, no extra, no tips, no inside Cabins.

Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong—Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

SINGAPORE (CALCUTTA), COLOMBO, ADEN, SUER and PORT SAID.

S.S. "E. P. FERDINAND" 12,000 tons, will leave as above about 31st December.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London—BY SIMPLON EXPRESS.

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £21.5.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basel, Lyon, Calais or Boulogne, Class I £31.15, II £24.15.

BY SEMBRING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.15, II £24.15.

BY TAVERN EXPRESS:

Via Munich, Cologne, Bock or Flushing, Class I £27.15, II £21.5.

TO SHANGHAI.

S.S. "KOEBER" 9,900 tons, will leave as above on 2nd January, at 5 A.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA" 11,000 tons, will leave as above about 30th December.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,

Hongkong, 17th December, 1913. Princess Building.

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES,
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJILANTAP	JAPAN	Second half of December.	JAVA	Second half of December.
TJIBODAS	JAVA	Second half of December.	SHANGHAI	Second half of December.
TJILIWONG	SHANGHAI	Second half of December.	JAVA	Second half of December.
TJIPANAS	JAVA	Second half of December.	JAPAN	Second half of December.
TJIMANOEK	JAVA	Second half of December.	SHANGHAI	First half of January.
TJIMAH	JAVA	First half of January.	JAVA	Second half of January.
TJITAROEM	JAVA	Second half of January.	SHANGHAI	Second half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375. [16]

Hongkong, 12th December, 1913.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE" Capt. J. BORTHELEIT	20,300	Wedday, 24th Dec., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUETZOW" Capt. H. TERTON	16,900	About Thursday, 25th Dec.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COELENZ" Capt. L. KLUGERST	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE	"PRINZ SIGISMUND" Capt. A. HERTZG	6,000	About Tuesday, 7th Jan.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOBLEK	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletypes.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th December, 1913. [4]

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 3RD.
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 18TH.
Capt. F. von BENZEL.	17,300	ON FEBRUARY 18TH.
"GOEBEN"	17,250	ON MARCH 3RD.
Capt. A. AHLBOEN.	17,000	ON MARCH 18TH.
* "DERFFLINGER"	17,000	ON MARCH 31ST.
Capt. F. PROESCH.	17,000	ON APRIL 15TH.
"KLEIST"	17,000	ON APRIL 28TH.
Capt. L. MAAS.	20,300	ON APRIL 28TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON APRIL 15TH.
Capt. C. MUNDT.	17,000	ON APRIL 28TH.
"YORK"	17,000	ON APRIL 28TH.
Capt. F. LOESER.	20,300	ON APRIL 28TH.
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. BORTHELEIT.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Teletypes.)

EARLY BOOKING RECOMMENDED.

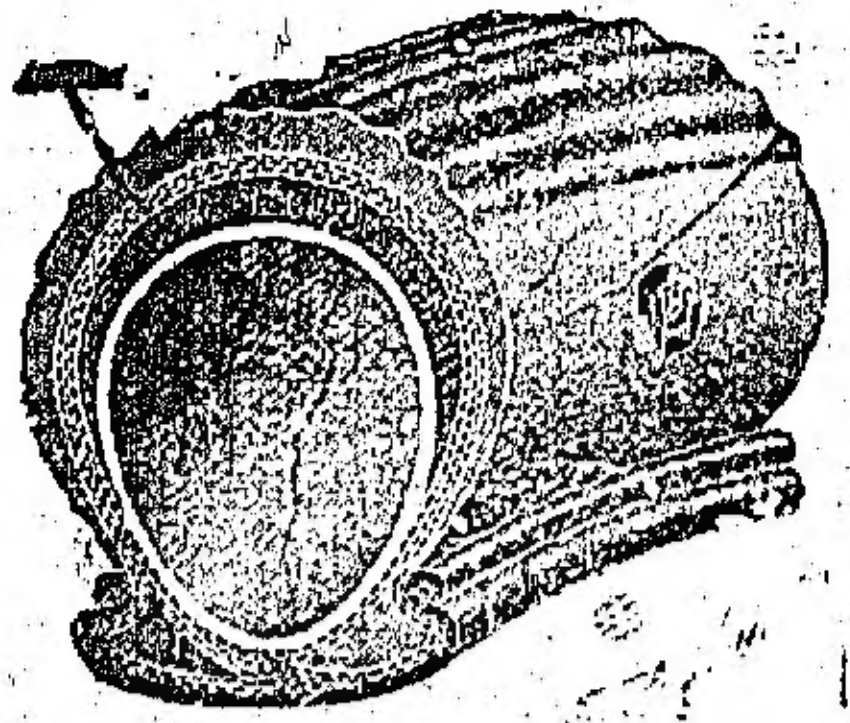
For Further Particulars, please apply to

MELOCHERS & Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [119]

PETER UNION



RICKSHAW TYRES

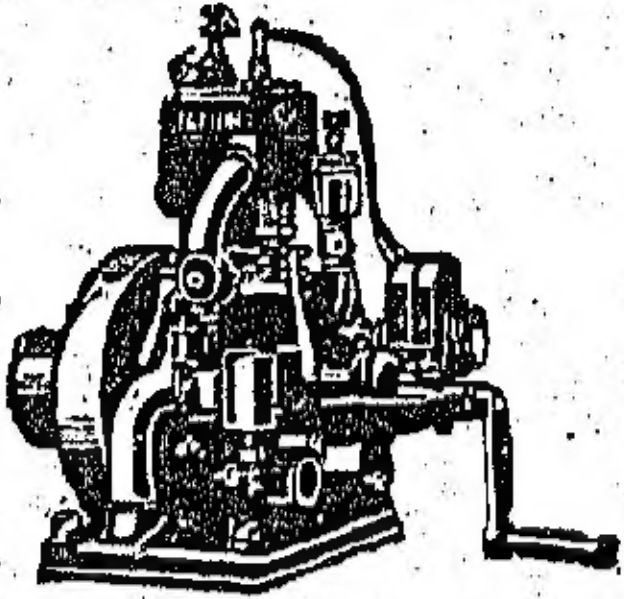
ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 15th December, 1913.

[44-35]



FAFNIR WORKS

AACHEN.

CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.

Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

[44-47]

Hongkong, 15th December, 1913.

PETER SCHUERMANN AND

SCHROEDER'S

WOOLLEN PIECE GOODS

SUITINGS, COATINGS, BROAD CLOTH.

Representative for China:

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.

[44-55]

Tel. 960. Hongkong, 15th December, 1913.

POST OFFICE NOTICE.

The *Himalaya*, with the ENGLISH MAIL, left Singapore on Saturday, the 13th inst. at 9 a.m., and is due to arrive here to-morrow, at 10 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 13th ult., and for despatch overland on the 19th ult.

FOR	PER	DATE
Hokow, Haiphong, Pakhoi and *Saigon	<i>Kield</i> ...	Wednesday, 17th, 8.50 A.M.
Haiphong, Pakhoi and Saigon	<i>Triumph</i> ...	Wednesday, 17th, 9.00 A.M.
*Swatow, Amoy and Foochow	<i>Kiao Maru</i> ...	Wednesday, 17th, 9.00 A.M.
*Philippine Islands	<i>Zaklat</i> ...	Wednesday, 17th, 9.00 A.M.
*Swatow and *Bangkok	<i>Chidlar</i> ...	Wednesday, 17th, 10.00 A.M.
*Swatow and *Bangkok	<i>Hainan</i> ...	Wednesday, 17th, 10.00 A.M.
Swatow and Amoy	<i>Kumano Maru</i> ...	Wednesday, 17th, 10.00 A.M.
Philippine Is., Australia, Tasmania and New Zealand via Thursday Island		Wednesday, 17th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via PANAMA, SUEZ, ADEN, COLOMBO, CEYLON, AUSTRALIA, NEW ZEALAND, and EUROPE via SIBERIA.

*Straits and India via Calcutta ...
Straits, Ceylon and India via Bombay ...
Philippine Islands ...
Swatow ...

Hongkong ...
Haiphong, Pakhoi and Saigon ...
Port Said, Haiphong, Pakhoi and Saigon ...
Japan via Kobe ...

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via PANAMA, SUEZ, ADEN, COLOMBO, CEYLON, AUSTRALIA, NEW ZEALAND, and EUROPE via SIBERIA.

Shanghai and North China ...
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via PANAMA, SUEZ, ADEN, COLOMBO, CEYLON, AUSTRALIA, NEW ZEALAND, and EUROPE via SIBERIA.

Swatow and Amoy ...
Swatow, Amoy and Foochow ...
Tientsin, Chefoo and Chingwantao ...
Pakhoi, Haiphong, and Saigon ...
Straits and India via Calcutta ...

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRISTOL (Late Letters 11.00 to Noon, Extra Postage 10 cents).
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed on Friday, the 19th inst., at 5 p.m.

Philippine Islands ...
Batavia, Cebu, Samarang and Soerabaya ...
Shanghai, North China and Tientsin ...
(EUROPE via SIBERIA)

*Shanghai and *North China ...
Japan via Yokohama ...
Swatow, Amoy and Foochow ...
*Straits and *India via Calcutta ...
Philippine Islands ...

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES ...

Shanghai and *North China ...
Swatow, Amoy and Foochow ...
Philippine Islands ...
Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Australia, Tasmania and New Zealand via Brisbane ...
Philippine Islands ...

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via MARSILLAS (Late Letters 11 to Noon, Extra postage 10 cents)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS

December 16th

ON LONDON:—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
ON PARIS:—	
Bank Bills, on demand	246
Credits, at 4 months' sight	251
ON GERMANY:—	
On demand	199 1/2
ON NEW YORK:—	
Bank Bills, on demand	47 1/2
Credits, at 60 days' sight	48 1/2
ON HAMBURG:—	
Telegraphic Transfer	144 1/2
Bank, on demand	145
ON CALCUTTA:—	
Telegraphic Transfer	144 1/2
Bank, on demand	145
ON SHANGHAI:—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:—	
On demand	35
ON MANILA:—	
On demand	35 1/2
ON SINGAPORE:—	
On demand	117 1/2
ON BATAVIA:—	
On demand	1 1/2 pm.
ON HAIKONG:—	
On demand	3
ON BANGKOK:—	
On demand	79 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.20
GOLD LEAF, 100 fine, per tael	\$53.50
SILVER, per oz.	25 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$10.03 discount.
Chinese	10 "	\$10.60 "
Hongkong	20 "	8 7/80 "
Hongkong	10 "	\$10.60 "

MAILS VIA SIBERIA.

London	Due
November 29th.	December 15th.

FORTHCOMING EVENTS.

Monday, 22nd Dec.—
3 p.m.—Auction of Two Lots of Crown Land at Babington Path and Hutton Road, by Public Works Dept.
Tuesday, 23rd Jan.—
Noon—Geo. Fenwick & Co., Ltd., General Meeting.

報新外中港香

CHUNG NGOI SAN P O

(Chinese Daily Press).

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Documents translated from or into Classical

or Colloquial Chinese.

SHARE LIST—QUOTATIONS.

HONGKONG, 16TH DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provision Loan and Mortgage Co., Ltd.	50,000	\$10	all	\$87, buyers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 143, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$71, buyers	5 p.c.
Dairy Farm Company, Limited	40,000	\$1	all	\$28, buyers	
DOCKS AND WHARVES.—					
Hongkong & Wharves & Dock Co., Ltd.	60,000	\$5	all	\$83, sellers	5 p.c.
Hongkong & Wharves & Dock Co., Ltd.	50,000	\$5	all	\$71, sellers	3 p.c.
Hongkong & Wharves & Dock Co., Ltd.	10,000	\$5	all	\$54	7 1/2 p.c.
New Amoy Dock Co., Limited	35,700	Tls. 100	all	Tls. 110	
Shai, Dock and Engineering Co., Ltd.	35,000	\$10	all	\$6.40, buyers	4 p.c.
Shai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$49, buyers	5 p.c.
Green Island Cement Co., Limited	12,000	\$50	all	\$123, sellers	
Hongkong Electric Co., Limited	8,000	\$25	all	\$87, buyers	5 p.c.
Hongkong Hotel Company Limited	15,000	P. 10	all	\$185, buyers	5 1/2 p.c.
Manila Metropolitan Hotel, Limited	5,000	\$25	all	\$224	5 1/2 p.c.
Hongkong Ice Company, Limited	50,000	\$10	all	\$2	
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$5	all	\$10	
Hongkong South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	\$1	all	\$14, sellers	
Hongkong Tramway Co., Ltd.					
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$25	all	\$325, sellers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	all	\$161, sellers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$35	all	\$380	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	\$10	all	\$133	
Union Insurance Society, Limited	12,400	\$25	all	\$109	6 1/2 p.c.
Langkat Insurance Association, Ltd.	12,000	\$10	all	\$192, @ Ex 73	
LAND AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	all	\$115, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$50	all	\$30, sal. & buy.	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$45	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 94	
West Point Building Co., Limited	12,500	\$50	all	\$67	5 1/2 p.c.
Maatschappij tot Mijl. Bosch en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 34, sales	
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$359	
Harwood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$15	
Bank Australia Gold Mining Co., Ltd.	200,000	\$1	all	\$15	
Tongkah Mines, Limited	160,000	\$1	all	\$10	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$10	
Philippine Co., Limited	30,000	\$10	all	\$5	
Pulper et Papeteries du Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95, sal. & sol.	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$150	all	\$31	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	33,000	\$25	all	\$10, sales	5 p.c.
Donghai Steamship Co., Limited	20,000	\$50	all	\$29, buyers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$100	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$80	6 p.c.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$45, buyers	3 1/2 p.c.
Star Ferry Company, Limited	40,000	\$25	all	\$22, sellers	
South China Morning Post, Limited	60,000	\$5	all	\$43	
Steam Laundry Company, Limited	20,000	\$5	all	\$43	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$9, sellers	4 p.c.
Watson & Co. A. S. Limited	90,000	\$10	all	\$8	
Union Waterboat Co., Limited	50,000	\$10	all	\$17	5 1/2 p.c.

Pars Rubber in London

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Far.

VERNON & SMYTH, Share Brokers.

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AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

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MILK.

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SOLE AGENTS:
GANDE, PRICE & CO., LTD.,
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TELEPHONE No. 135.

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